

CHINA



MAIL

Established February, 1845.

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

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號五月五年七十七百八千一英

HONGKONG, SATURDAY, MAY 5, 1877.

日二十月三年丑丁

Price, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALBANI, 8, Clement's Lane, Lombard Street. GEORGE STREET, 30, Cornhill. GORDON & GORON, Ludgate Circus, E. C. BATES, HENDY & Co., 4, Old Jewry, E. C. SAMUEL DRAGON & Co., 150 & 164, Leadenhall Street.

NEW YORK.—ANDREW WIND, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GORON, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally.—BRAN & BLACK, San Francisco.

CHINA.—SWATOW, QUELON & CAMPBELL, Amoy, WILSON, NICHOLLS & Co., Foochow, HEDGECOCK & Co., Shanghai, LAW, CRAWFORD & Co., and KELLY & WALSH, Manila, C. HENNING & Co., Macao, L. A. DA GRAGA.

Bank.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, \$5,000,000 Dollars. RESERVE FUND, \$500,000 Dollars.

COURT OF DIRECTORS.

Chairman—H. HOFFMAN, Esq.

Deputy Chairman—F. D. BARBOON, Esq.

E. R. BELLING, Esq. WILHELM REINER, Esq.

H. W. FORBES, Esq. ED. TOBIN, Esq.

H. W. KESWICK, Esq. A. MOLIVER, Esq.

CHIEF MANAGER, Hongkong, THOMAS JACKSON, Esq.

Shanghai, EVAN CAMERON, Esq.

LONDON BANKERS.—London and County Bank.

HONGKONG.

On Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.

On Fixed Deposits:—

For 3 months, 2 per cent. per annum.

" 6 " 4 per cent. " "

" 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.

Office of the Corporation, No. 1, Queen's Road East.

Hongkong, March 29, 1876.

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, (if not previously disposed of by Private Contract), on

TUESDAY,

the 8th day of May, 1877, at Noon, at his Sales Rooms, Queen's Road,—

All that PIECE or PARCEL of GROUND, Situate at Sow-Kee-Wan, and Registered in the Land Office as Inland Lot No. 123, and abutting on the North side on a Public Street, measuring thereon 31 feet.

On the South and West side on a Public Street, measuring thereon 125 feet.

On the South and East side on a Public Street, measuring thereon 200 feet.

On the North and West side on a Close (where a Plan for a Public Street is laid out) Registered in the Land Office as Inland Lot No. 124, measuring thereon 150 feet.

For further particulars, apply to the Undersigned.

TERMS OF SALE.—Cash on the fall of the hammer.

J. M. ARMSTRONG, Auctioneer.

Hongkong, April 24, 1877. my8

PUBLIC AUCTION.

THE Undersigned have received instructions from Messrs MELCHERS & Co. to sell by Public Auction, on

SATURDAY,

the 19th of May next, at Noon, on the Premises, under a power contained in a Bill of Sale dated the 18th day of December, 1874, given by THOMAS THORNTON ANTHONY, and CARL HEINRICH EBERT SEIMUND, lately carrying on Business in this Colony, as Shipchangers and Storekeepers, under the Style or Firm of BROADBEAR, ANTHONY & Co.,—

All the STOCK-IN-TRADE, FURNITURE, and EFFECTS being in and upon the Premises No. 62, Praya Central, lately occupied by the said Firm of BROADBEAR, ANTHONY & Co.

Also, THE GOODWILL of the said Business.

TERMS.—Cash on delivery.

LAMBERT, ATKINSON & Co., Auctioneers.

Hongkong, April 26, 1877. my19

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions from Dr. DENNY, to sell by Public Auction, on

TUESDAY,

the 15th May, 1877, at 2 o'clock p.m., at his Residence "Fair Lea,"—

The whole of his HOUSEHOLD FURNITURE, comprising:—

Handsome Rep-covered Drawing-room Suite.

Rosewood Centre Table.

Gilt Framed Pier Glasses, Engravings, Tables, Chairs, Sofas, Hearth Rugs.

Sideboard, Whatnots, Dining Table, Dinner, Dessert and Breakfast Sets.

Glass-ware, Crockery and Plated-ware.

Double Size Teakwood Bedstead, Mahogany Cheval Glass, Chest of Drawers, Wardrobes, Toilet Table and Glass, Washstand, &c., &c.

Hainan, Tonquin, and Japanese-ware.

A Collection of Books, many relating to China and The Far East.

A Patent Repeater Piano, by Schroder.

A First-class 5 Oared Gig, with Oars, Awning, &c., complete, and a pair of Iron Davits with Falls, &c.

Catalogues will be issued, and the whole to be on view on and after Monday, the 14th Instant.

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7.

All Lots, with all faults and errors of description, at purchasers' risk on the fall of the hammer.

J. M. ARMSTRONG, Auctioneer.

Hongkong, May 3, 1877. my15

Notices of Firms.

NOTICE.

WE have This Day Opened a Branch of our Firm at AMOY. Mr F. F. ELWELL will Act as our AGENT at that Port.

RUSSELL & Co.

Hongkong, May 1, 1877. je2

NOTICE.

THE Undersigned has been appointed AGENT at HONGKONG and its vicinity for "THE BOSTON BOARD OF MARINE UNDERWRITERS," by Power of Attorney, dated Boston, U. S., 1st March, 1877.

T. G. LINSTED.

Hongkong, April 20, 1877. my7

NOTICE.

WE have This Day Opened a Branch of our Firm at SHANGHAI. Mr. CARL KREBS has been admitted a Partner from This Date.

MELCHERS & Co.

Hongkong, April 12, 1877. my12

NOTICE.

MR. WILHELM CARL ENGELBRECHT VON POSTAU, Junior, and Mr. CONRAD MUNROE DONNER, have been admitted Partners in our Firm from the First of January, 1877.

WM. POSTAU & Co., Hongkong, Canton, Shanghai.

Hongkong, April 16, 1877. jy16

NOTICE.

I HAVE This Day CLOSED the HONGKONG BRANCH of my Firm.

F. PEIL.

Hongkong, May 1, 1877. my8

NOTICE.

I HAVE This Day Established myself as a SHIPPING BROKER at this Port, under my own name.

W. H. SIEGFRIED.

Hongkong, April 20, 1877. my20

NOTICE.

MR. EDWARD BURNS will Conduct the BUSINESS of my OFFICE, during my Temporary Absence from the Colony.

R. H. CAIRNS, Surveyor to Local Office, and Lloyd's Register of Shipping.

2, Club Chambers, Hongkong, March 17, 1877. sel8

VICTORIA DISPENSARY.

ON and after the 16th day of November, 1876, and until further notice, the BUSINESS of the above-named DISPENSARY will be carried on by the Undersigned.

WM. CRUICKSHANK, Manager.

Hongkong, November 21, 1876.

Intimations.

NOTICE.

THE OFFICE of the Undersigned is This Day REMOVED, to No. 4, Peddar's Hill.

R. G. ALFORD, Surveyor, &c.

Hongkong, May 1, 1877. my8

Intimations.

CANTON INSURANCE OFFICE.

ADJUSTMENT OF BONDS FOR THE YEAR 1876.

SHAREHOLDERS in the above Office are requested to Furnish the Undersigned with a List of their Contribution for the Year ending 31st December, 1876, in order that the distribution of the Net Profit reserved for Contributors may be arranged. Returns not rendered prior to the 31st August next, will be adjusted by the Office, and no Claims or Alterations will be subsequently admitted.

JARDINE, MATHESON & Co., General Agents.

Hongkong, May 1, 1877. sel

UNION INSURANCE SOCIETY OF CANTON.

NOTICE TO SHAREHOLDERS.

A FIRST BONUS of Five per Cent. upon Contributions for the Year 1876, will be Payable on MONDAY Next, the 7th Instant.

WARRANTS may be had on application at the Office of the Society on and after the 6th Instant.

By Order of the Board, E. MOORE, Act. Secretary.

Hongkong, May 1, 1877. my7

HONGKONG HUMANE SOCIETY.

THE ANNUAL MEETING of the MEMBERS of the above SOCIETY will be Held at the CITY HALL, on MONDAY, the 7th May, at 5 p.m., for the purpose of receiving the Report of the Committee, a Statement of Accounts, and to elect Officers for the ensuing Year.

Members and others taking an interest in the Society are invited to attend.

F. W. BARRETT, Hon. Secretary.

Hongkong, April 30, 1877. my7

NOTICE.

WE, the Undersigned, beg to inform the Public of Hongkong and Kowloon that the Charter of our Steam-launch CUM SING (plying between Peddar's Wharf and Tsim-sa-choi), by Mr. BUKROO, will expire on the 30th Instant, after which date the said Launch will ply on the same route on our own account; having no connection whatever with the late Charterer.

The Fare will be as usual until further notice.

WING KEE & Co., Praya Central.

Hongkong, April 30, 1877. my80

SPANISH CONSULATE.

NOTICE is hereby given to the Captains of Spanish and Foreign Ships starting for the Islands of Cuba and Porto Rico that His Catholic Majesty's Government has again put in Force the 7th Rule of the Royal Decree of the 26th December, 1872, which has recently been revoked.

Consequently Captains and Super cargoes are informed that on their arrival at any of the Ports of the said Islands, they shall deliver to the Officers of the Customs House a Manifest duly certified by the Spanish Consul of the Port of Clearance or Departure, declaring whether the Ship is in ballast or giving a description of the Cargo that is on board.

Any Contravention of the said 7th Rule will be punished with a Fine of (\$500) Five Hundred Dollars, or less, according to the circumstances connected therewith.

A. FARAUO, Consul for Spain.

Hongkong, April 28, 1877. my6

FRAUD!!!

A REWARD OF \$200.

IT Having come to our knowledge that some unscrupulous men have been obtaining Business from our Customers in our Name "ATICK," causing much inconvenience both to ourselves and Customers, we beg to notify the Public that in giving their orders to us, they should take care that they are given to our proper representative known as "ATICK," or to persons who will exhibit our Trade Card. We also hereby offer a REWARD of \$200 to any one who shall give such information as shall lead to the prosecution and conviction of those unscrupulous men who obtain Business from our Customers by the false assumption of OUR NAME.

ATICK, Tailor, Corner of Wellington, and Wyndham Streets.

Hongkong, May 8, 1877. my17

W. BALL, CHINA DISPENSARY.

IMPORTER OF DRUGS, CHEMICALS, DRUGGISTS' Sundries, TOILET REQUISITES, PATENT MEDICINES AND PERFUMES.

Prescriptions Dispensed with Carefulness, and Prompt Attention.

PRAYA WEST, HONGKONG, Near the Canton Steamer's Wharf.

Hongkong, July 18, 1876.

Intimations.

DENTAL NOTICE.

DR. STOUT intends visiting JAPAN shortly, and would be glad if those who wish to Consult him professionally would make an appointment for an Early Day.

HOURS FOR CONSULTATION: 8 a.m. to 4 p.m.

No. 1, Alexandra Terrace.

Hongkong, April 4, 1877.

Entertainment.

AMATEUR DRAMATIC CLUB OF HONGKONG.

THE MEMBERS of the above CLUB will give a Performance at the THEATRE ROYAL, CITY HALL, on

MONDAY,

May 7th, 1877.

When will be presented a Farical Comedy in Three Acts, by J. H. BYRON, Esq., ENTITLED

"Not such a Fool as he looks."

Tickets may be obtained from Messrs LANE, CRAWFORD & Co., on and after Monday, April 30th, and at the Doors on the Night of Performance.

Doors Open at 8.30. Performance to Commence at Nine o'Clock punctually.

By kind permission of Colonel DICKINS and the Officers of H. M. 28th Regt., their Band will be in attendance.

CHAS. C. COHEN, Hon. Secretary.

Hongkong, April 25, 1877. my7

For Sale.

FOR SALE,

THE IRON SCREW STEAMER "ALBANY."

THE above Steamer was Built in Glasgow in 1872 by Messrs DOBIE & Co., under special survey of LLOYD'S, and Her MACHINERY AND BOILER were made by Messrs JAMES HOSKIN & Co., under special inspection. She was constructed to carry a large Cargo on a light draft of water and is well adapted for the Philippine, China, or Japan trade. She underwent general Repairs in 1875, when New SAILS, RIGGING, and a complete outfit were supplied by the HONGKONG AND WHAMPOA DOCK COMPANY, and in March of the present year her Engines and Boiler were thoroughly overhauled.

DIMENSIONS.—Length between Perpendiculars, 170 feet. Beam, 26 feet 3 inches. Depth of Hold from Ceiling to Main Deck, 9 feet 5 inches. Height from Main Deck to under side of Awning Deck, 7 feet 4 inches.

GROSS TONNAGE.—550 Tons.

CLASS.—Built to Class 100 A at Lloyd's.

Rig.—Brig Rigg'd.

CARGO CAPACITY.—About 9,000 piculs, or 625 tons Measurement (40 feet).

DRAFT.—Light 9 feet. Loaded 12½ feet.

SPEED.—Eight knots on consumption of 8½ to 9 tons of coals per 24 hours.

BUNKER CAPACITY.—75 tons coals.

CABIN.—Under Awning Deck aft; saloon, pantry and five state rooms, with accommodation for 12 first-class passengers.

MACHINERY.

ENGINE.—A pair of Howdon's patent High and Low pressure Engines of 90 Horse Power nominal; High Pressure Cylinder 25 inches, and Low Pressure Cylinder 45 inches in diameter. Stroke 30 inches.

PROPELLER.—Bessemer Steel of 4 Blades, with One Spare Set of Blades.

WINCH.—One Steam Winch with Donkey Boiler on Deck.

BOILER.—One Horizontal Tubular Boiler 11 feet diameter, with 3 Furnaces, tested for a working pressure of 60 pounds.

MORRIS & RAY.

Hongkong, March 29, 1877.

FOR SALE.

A MARINE ENGINE of 20 Horse Power. Nominal, High and Low Pressure, with Extra Surface Condenser and Tubular Boiler. Consumption, 2 Tons per 24 Hours.

The Engine is quite new; was manufactured by Messrs Matthew Paul & Co., Dumbarton, and is now deposited in the Godown of the late firm of Russell & Sturges, Manila.

Particulars may be obtained on application to

MORRIS & RAY.

Hongkong, March 29, 1877.

NOW READY.

A CHINESE DICTIONARY IN THE CANTONESE DIALECT. Part I, A to K, with Introduction. Royal 8vo, pp. 202.—By ERNEST JOHN EITEL, Ph.D. Tübingen.

Price: Two DOLLARS and a HALF.

To be had from Messrs LANE, CRAWFORD & Co., Hongkong and Shanghai, and Messrs KELLY & WALSH, Shanghai.

Hongkong, February 8, 1877.

For Sale.

FOR SALE.

HENRIOT & Co.'s CHAMPAGNE, Carte Blanche "Dry."

TH. ROEDERER & Co.'s CHAMPAGNE, Carte Blanche.

JOHN DURAND & Co.'s CLARETS and WHITE WINES.

STARTUP & KENTISH'S PORTS and SHERRIES.

MOULTON & Co.'s COGNACS, 1, 2, 3 Stars.

BLANCHY FRERES & Co.'s COGNACS.

JUSTUS LEMBKE & Co.

Hongkong, April 9, 1877. jy9

Shipping.

Steamers.

FOR SWATOW, AMOY & TAIWANFOO.

INSURANCES.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.
HEAD OFFICE—HONGKONG.
AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.
Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above mentioned Ports.
NO CHARGE FOR POLICY FEE.
JAS. B. COUGHTRIE,
Secretary.
Hongkong, November 1, 1871.

LANCASHIRE INSURANCE COMPANY.
(FIRE AND LIFE.)
CAPITAL—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Coal in Mats, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions. Proposals for Life Insurance will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class lives up to £1000 on a Single Life.
For Rates of Premiums, forms of proposals or any other information, apply to
ARNHOLD, KARBURG & Co.
Agents Hongkong & Canton.
Hongkong, January 4, 1867.

ROYAL INSURANCE COMPANY.
THE Undersigned, Agents for the above Company, are prepared to grant Insurances at current rates.

MELOHERS & Co.,
Agents, Royal Insurance Company.

CHINESE INSURANCE COMPANY. (LIMITED.)
NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two Thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Profits contributed by each, the remaining third being carried to Reserve Fund.

OLYMPHANT & Co.,
General Agents,
Hongkong, April 17, 1873.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to grant Policies against Fire to the extent of £50,000 on Buildings, or on Goods stored therein, at current local rates, subject to a Discount of 20% on the Premium.

NORTON & Co.,
Agents,
Hongkong, January 1, 1874.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

Incorporated by Royal Charter and Special Acts of Parliament.

ESTABLISHED 1809.
CAPITAL £2,000,000.

THE Undersigned, AGENTS at Hongkong for the above Company, are prepared to grant Policies against FIRE to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

GILMAN & Co.,
Agents,
Hongkong, July 6, 1875.

THE LONDON ASSURANCE.
INCORPORATED BY ROYAL CHARTER of His Majesty King George The First, A. D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:

Marine Department.
Policies at current rates payable either here, in London or at the principal Ports of India, China and Australia.

Fire Department.
Policies issued for long or short periods at current rates. A discount of 20% allowed.

Life Department.
Policies issued for sums not exceeding £5,000 at reduced rates.

HOLLIDAY, WISE & Co.,
Hongkong, July 26, 1872.

MANCHESTER FIRE ASSURANCE COMPANY.

THE Undersigned Agents are in receipt of Instructions from the Board of Directors authorizing them to issue Policies to the extent of £10,000 on any one first class risk, or to the extent of £15,000 on adjoining risks at current rates.

A Discount of 20% allowed.
HOLLIDAY, WISE & Co.,
Hongkong, January 8, 1875.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai and Hankow, and are prepared to grant Insurances at current rates.

HOLLIDAY, WISE & Co.,
Hongkong, October 14, 1868.

MAILS.

U. S. MAIL LINE.
PACIFIC MAIL STEAMSHIP COMPANY.
THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamer CITY OF PEKING will be despatched for San Francisco, via Yokohama, on TUESDAY, the 15th May, 1877, at 3 p.m., taking Passengers, and Freight, for Japan, the United States, and Europe.
Through Passenger Tickets and Bills of Lading are issued for transportation to Yokohama and other Japan Ports, to San Francisco, to ports in Mexico, Central and South America, and to New York and Europe via OVERLAND RAILWAYS.

A Steamer of the Mitsui Bishi S. S. Company will leave Shanghai, via the Inland Sea Ports, about same date, and make close connection at Yokohama.

At New York, Passengers have selection of various lines of Steamers to England, France and Germany.

Freight will be received on board until 4 p.m., 14th May. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Overland Cargo should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For security's sake, Shippers of Overland Cargo are requested to endorse on the Envelope the Marks and Nos. of Packages Shipped, to correspond with those in their Bills of Lading.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 9, Praya Central.

RUSSELL & Co., Agents.
Hongkong, April 16, 1877. my15

Occidental & Oriental Steam-Ship Company.
TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE, IN CONNECTION WITH THE CENTRAL and UNION PACIFIC AND CONNECTING RAILROAD COMPANIES AND ATLANTIC STEAMERS.

THE S. S. "OCEANIC" will be despatched for San Francisco via Yokohama, on FRIDAY, the 1st June, at 3 p.m., taking Cargo and Passengers for Japan, the United States and Europe. Connection is made at Yokohama, with Steamers from Shanghai.

Freight will be received on Board until 4 p.m. of the 31st Inst. Parcel Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Return Passage Tickets available for 6 months are issued at a reduction of 20 per cent. on regular rates.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 9, Praya Central.

G. B. EMORY, Agent.
Hongkong, May 1, 1877. jel

FOR SALE.

CUTLER, PALMER & Co.'s
Celebrated Brands of WINES and SPIRITS.
Apply to
SIEMSEN & Co.
Hongkong, June 22, 1876.

NOW READY.

RENG-SHUI: OR, THE RUINMENTS OF NATURAL SCIENCE IN CHINA. By Dr. E. J. KITZEL. One Volume. 8vo. Price, £1.50.

BUDDHISM, ITS HISTORY, THEORY AND POPULAR RELIGION. In three Lectures. By Dr. E. J. KITZEL. Second Edition. One Volume. 8vo. Price, £1.50.

Orders will be received by Messrs Lane, Crawford & Co.
Hongkong, July 31, 1873.

FOR SALE.

A SMALL Invoice of C. BONNEVILLE & Co.'s "Princes of Wales" BRANDY, in Cases of One Dozen Bottles, One Dozen Glass Barrels, and Two Dozen Flasks.

Apply to
P. B. CAMA,
7, Hollywood Road.
Hongkong, April 20, 1877. my14

HONG LISTS.

Circular, large sheet.
THE AMENDED HONG LIST in English and Chinese, containing the Names of all the most important Companies, Institutions and Mercantile Houses in the Colony.

Price, 25 cents each; or \$2.50 per dozen.
At the "China Mail" Office.

Intimations.

TANJONG PAGAR DOCK COMPANY, LIMITED, SINGAPORE.

THE BUSINESS of this company was Resumed immediately after the FIRE. Vessels will obtain the usual Despatch and Coal Supplies.

E. M. SMITH,
Manager.
April 23, 1877. my23

INTIMATIONS.

ATONG, PHOTOGRAPHER,
by appointment, to
H. E. SIR ARTHUR KENNEDY,
GOVERNOR OF HONGKONG;
and to
H. I. H. THE GRAND DUKE ALEXIS OF RUSSIA,
Wyndham Street, formerly ATHLETIC CLUB.
HAS on hand the Largest and Best collection of Views of China, Photographic Albums, Frames, Cases, &c., of assorted sizes. Ex. S. S. Rednorshire a supply of very handsome Easel Albums of Russia and Velvet Covers, assorted sizes. Illuminated Albums for Portraits. Tobacco Pouches, in Shape of Skulls, Rats, &c., and a nice choice of Gift Mountings for Frames, &c.
Hongkong, March 28, 1877.

NOTICE.

THE CHINESE MAIL.

FROM and after the Chinese New Year's day (February 17, 1874) the Chinese Mail will be issued DAILY instead of WEEKLY as heretofore. No change, however, will be made in the price of subscription, which will remain at \$4 per annum.

The charges for advertisements are now assimilated to those of the China Mail. The unusual success which has attended the Chinese Mail makes it an admirable medium for advertisers.

The Conductors guarantee an eventual circulation of one thousand copies. It is already the most influential native journal published, and enjoys considerable prestige at the Ports of China and Japan, and at Singapore, Penang, Calcutta, San Francisco and Australia.

For terms, &c., address
MA OHUN AYIN,
Manager.

China Mail Office,
17th February, 1874.

Now Ready.

"THE CHINA REVIEW,"
No. 4, Vol. V.

Annual Subscription, Six Dollars and a Half.

CONTENTS.

Essays on the Chinese Language, (Continued from page 162.)

Deer-Stalking in China.

Chinese Dentistry.

Chinese Intercourse with the Countries of Central and Western Asia during the Fifteenth Century, Part II. (Continued from page 162.)

A Legend of the Peking Bell-Tower.

A Chinese Hornbook.

The Law of Inheritance.

A Chinese Dictionary in the Cantonese Dialect.

Short Notices of New Books and Literary Intelligence.

Notes and Queries.—A Chinese Dictionary in the Cantonese Dialect.

"Watching Spirits."

Chinese Folk-lore.

Yin and Yang, according to Aristotle.

Pidgin English.

Goethe's "Werther" in China.

Chinese Music.

White Ants.

Books Wanted, Exchanges, &c.

China Mail Office,
Hongkong, March 20, 1877.

KWONG HING CHEUNG & Co.,
COAL MERCHANTS.

Have always on hand for Sale every description of COALS at Moderate Prices. Mr. ARNOLD has been appointed Manager, and all Orders addressed to him at 81, Praya, or to Mr. FAT JACK, at 30, Hing Lung Street, will receive immediate attention.

Hongkong, March 19, 1877. mcl8

THE HONGKONG CHINESE MAIL.

THE Circulation of THIS PAPER has been very much extended. The following are some of its Agents:—

Macao.—Man Ohuen Shop.

Canton.—Sing Ohuen Native Port Office, Luen Hing Street; Ohui Hong Low Hotel, Luen Hing Street; Kwong Tin Fat Shop, Yan Tai Street; Mr. Sit Ohuen Fan, Tung Wen Kwan; Yuen Fong Shop, in front of the Provincial Treasurer's Yamen; How Yuen Shop, Small Market Street, New City; Yee Cheung Photograph Shop, Honam; Kwai Hing Shop, Sin Cheong, Honam.

Singapore.—Sui Cheong Hong; Woh Shun Loong Hong.

Amoy.—Chun Cheong Hong, Mook Kik Street.

Pootch.—Mr. Yu Ching Cheong, Foo chow Arsenal; Mr. Lam Kwok Ching, Maritime Customs.

Shanghai.—Mr. Ng Ching Shun, Maritime Customs; Mr. Ho Yue Ohuen, Maritime Customs; Mr. Ohui Sing Hol, Messrs Jardine, Matheson & Co.; Mr. Kwong Ohuen Pook, Educational Mission School; and Mr. Sing Sang Kee shop.

Ningbo.—Mr. Sing Min Chee, Maritime Customs.

Shanghai.—Yee Shing Hong.

Yokohama.—Yee Shing Hong.

Japan.—Mr. Lohing Chun Tong, Municipal Office, Yokohama.

Singapore.—Wahing Hong.

Rangoon.—Ting Kee Hong; Kwong Fook Sing Hong.

Peking.—Tow Wing Fong; Argus Office.

Calcutta.—Mow Sing Hong; Tai Hong.

San Francisco.—Kwong Fook Tai Hong.

The above are some of the Agents; others will be published, when they are arranged for. Negotiations are in progress with the express carriers who carry the official despatches and Peking Gazette, to circulate the Chinese Mail in the interior of China.

Hongkong, March 19, 1874.

INTIMATIONS.

NEWS FOR HOME.
The Overland China Mail.
(The oldest Overland Paper in China.)
PUBLISHED AT THE "CHINA MAIL" OFFICE IN TIME FOR THE ENGLISH MAIL.
Containing from 72 to 84 columns of closely printed matter.

THIS Mail Summary is compiled from the Daily China Mail, is published twice a month on the morning of the English Mail's departure, and is a record of each fortnight's current history of events in China and Japan, contributed in original reports and collated from the journals published at the various ports in those Countries.

It contains Shipping news from Shanghai, Hongkong, Canton, &c., and a complete Commercial Summary.

Subscription, 50 cents per Copy (postage paid 50 cents). \$12 per annum (postage paid \$13.50).

Orders should be sent to GEO. MURRAY BAIN, China Mail Office, 2, Wyndham Street, not later than the evening before the departure of the English Mail Steamer.

Terms of Advertising, same as in Daily China Mail.

NOTICE.

LONDON & ORIENTAL STEAM TRANSIT INSURANCE Co.

THE BUSINESS of this COMPANY has This Day been Transferred to THE MARINE INSURANCE Co., of 20, OLD BROAD STREET, LONDON.

By Order of the Proprietors,
WILLIAM HUNT,
Secretary.

137, Leadenhall Street,
LONDON,
1st January, 1877.

THE MARINE INSURANCE Co.
20, Old Broad Street,
LONDON,
1st January, 1877.

ESTABLISHED 1836.

CAPITAL, £1,000,000 STERLING.
RESERVE FUND, £340,000

WITH Reference to the foregoing Advertisement THE MARINE INSURANCE Co., has This Day taken over the Business of the LONDON & ORIENTAL STEAM TRANSIT Co., and has Appointed Mr. A. MOYER as its AGENT in HONGKONG.

By Order of the Board of Directors,
ROBERT J. LODGE,
Manager.

THE Undersigned is prepared to Accept Risks and issue Policies on behalf of the MARINE INSURANCE Co. by any First Class Steamer.

A. MOYER,
Agent of the Marine Insurance Co. of London.
Hongkong, February 16, 1877. au17

WASHING BOOKS.
(In English and Chinese.)

WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, are now ready at this Office—Price, \$1 each.

CHINA MAIL OFFICE.

PRICE \$6.

THE TREATY PORTS

OF

China and Japan.

A COMPLETE GUIDE TO THE OPEN PORTS OF THOSE COUNTRIES, TOGETHER WITH PEKING, YEDO, HONGKONG AND MACAO.

FORMING A GUIDE BOOK & VADE MECUM FOR TRAVELLERS, MERCHANTS, AND RESIDENTS IN GENERAL.

8vo. pp. 618. With 29 MAPS and PLANS.

by
WM. F. MAYERS, N. B. DENNY, and CHAM. KING.

COMPILED AND EDITED BY N. B. DENNY, P.R.

LONDON: N. TROUBNER & Co.

HONGKONG: China Mail Office.

Price, \$6, leather half bound.

The scope of this work includes detailed descriptions of important SITES and MONUMENTS, notes on the CLIMATE and general TOPOGRAPHY, FAUNA, FLORA, GEOLOGY and METEOROLOGY of each Port and its neighbourhood, with HISTORICAL NOTICES and minute details respecting the rise and progress and social characteristics of the several foreign settlements. To these particulars are added summaries and statistics of the TRADE of each open Port, compiled from official returns, together with statements respecting COINAGE, CURRENCY, and EXCHANGES; LISTS OF STEAM COMMUNICATION, DISTANCES, and rates of PASSAGE MONEY. Hints, and recommendations to travellers, giving full particulars of OUTFIT and mode of proceeding to the less frequented settlements are also included, combined with notes on DOMESTIC MARKETS and Mode of living.

In addition to furnishing similar particulars, the Section devoted to Hongkong contains an historical sketch forming a chronological index of the chief events which occupied public attention between 1841 and 1868, including POLITICAL EVENTS, Changes in the GOVERNMENT SERVICE, the passing of important ORDINANCES, the ARRIVAL and DEPARTURE of BARRACK RESIDENTS; a record of the most notable PRISONERS, ROBERTS, MURDERERS, FRAUDS, and CRIMINAL TRAFFIC, ADVERTISEMENTS and PHOTOCOPIES, &c., &c.

The appendix contains full tables of the various steam companies' lines. It also includes a CATALOGUE of over 440 works published in the English language upon China and Japan, with a copious INDEX at the end of the work affording a ready means of reference to this reader.

INTIMATIONS.

THE CHINA REVIEW.
THE widely-expressed regret at the discontinuance of Notes & Queries on China and Japan, has induced the publishers of this journal to issue a publication similar in object and style, but slightly modified in certain details.

THE CHINA REVIEW, or Notes and Queries on the Far East, is issued at intervals of two months, each number containing about 60 octavo pages, occasionally illustrated with lithographs, photographs, woodcuts, &c., should the papers published demand, and the circulation justify, such extra matter.

The subscription is fixed at \$6.50 postage paid, per annum, payable by non-residents in Hongkong half-yearly in advance.

The publication includes papers original and selected upon the Arts and Sciences, Ethnology, Folklore, Geography, History, Literature, Mythology, Manners and Customs, Natural History, Religion, &c., &c., of China, Japan, Mongolia, Tibet, the Eastern Archipelago and the "Far East" generally. A more detailed list of subjects upon which contributions are especially invited is incorporated with each number.

Original contributions in Chinese, Latin, French, German, Spanish, Italian or Portuguese, are admissible. Endeavours are made to present a resume in each number of the contents of the most recent works bearing on Chinese matters. Great attention is also paid to the Review department.

Notes and Replies are classified together as "Notes" (head references being given, when furnished, to previous Notes or Queries), as are also those queries which, though asking for information, furnish new or unpublished details concerning the matter in hand. It is desirable to make the Queries proper as brief and as much to the point as possible.

The China Review for July and August, 1876, is at hand. It says that forty-two essays were sent in to compete for the best paper on the advantages of Christianity for the development of a State. All our learned societies should subscribe to this scholarly and entertaining Review. It is a sixty page, bi-monthly, repository of what scholars are ascertaining about China. The lecture on Chinese Poetry in this volume is alone worth the price of the Review. Address: China Review, Hongkong.—Northern Christian Advocate (U.S.).

Trainer's Oriental Record contains the following notice of the China Review:—"This is the title of a publication, the first number of which has lately reached us from Hongkong, where it has been set on foot as in some respects a continuation of Notes and Queries on China and Japan, the extinction of which useful serial a year or two ago has been much regretted in Europe as well as in China. The present publication, judging by the number now before us, is intended to occupy a position, as regards China and the neighbouring countries, somewhat similar to that which has been filled in India by the Calcutta Review. The great degree of attention that has been bestowed of late years upon the investigation of Chinese literature, antiquities, and social developments, to say nothing of linguistic studies, has led to the accumulation of important stores of information, rendering some such channel of publicity as is now provided extremely desirable; and contributions of much interest may fairly be looked for from the members of the foreign consular services, the Chinese Customs' corps, and the missionary body, among whom a high degree of Chinese scholarship is now assiduously cultivated, and who are severally represented in the first number of the Review by papers highly creditable to their respective authors. In a paper on Dr. Legge's *She King*, by the Rev. E. J. Eitel, to which the place of honour is deservedly given, an excellent summary is presented of the chronological problems and arguments involved in connection with this important work. Some translations from Chinese novels and plays are marked by both accuracy and freshness of style; and an account of the career of the Chinese poet-statesman of the eleventh century, Su Tung-p'o, by Mr. E. C. Bowring, is not only historically valuable, but is also distinguished by its literary grace. Beside notices of new books relating to China and the East, which will be a useful feature of the Review, if carried out with punctuality and detail, we are glad to notice that "Notes" and "Queries" are destined to find a place in its pages also. It is to be hoped that this opening for contributions on Chinese subjects may evoke a similar degree of literary zeal to that which was displayed during the lifetime of its predecessor in the field, and that the China Review may receive the support necessary to insure its continuance. The publication is intended to appear every two months, and will form a substantial octavo magazine.

THE CHINA REVIEW.

This paper is now issued every day. The subscription is fixed at Four Dollars per annum delivered in Hongkong, or Seven Dollars Fifty Cents including postage to Coast ports.

It is the first Chinese Newspaper ever issued under purely native direction. The editorial department is conducted by Mr. Ohun Ayin, already been most fully demonstrated. The chief support of the paper is of course derived from the native community, amongst whom also are to be found the guarantors and securities necessary to place it on a business and legal footing.

The projectors, basing their estimates upon the most reliable information from the various Ports in China and Japan, from Australia, California, Singapore, Penang, Saigon, and other places frequented by the Chinese, consider themselves justified in guaranteeing an ultimate circulation of between 3,000 and 4,000 copies. The advantages offered to advertisers are therefore unusually great, and the foreign community generally will find it to their interest to avail themselves of them.

The field open to a paper of this description—conducted by native efforts, but progressive and anti-obstructive in tone—in almost limitless. It on the one hand commands Chinese belief and interest while on the other deserves every aid that can be given to it by foreigners.

Like English journals it contains Editorials, with Local, Shipping, and Commercial News and Advertisements.

Subscription orders for either of the above may be sent to

GEO. MURRAY BAIN,
China Mail Office.

INTIMATIONS.

AH YON, SHIP'S COMPRADORE AND STEVEDORE.
No. 57, Praya Wan.
SHIPPING SUPPLIED WITH ALL KINDS OF COAL, WATER, BALLAST, FRESH PROVISIONS & OILMAN'S STORES.
Of the best quality and at the shortest notice.
Hongkong, May 1, 1876.

THE CHINESE MAIL.

TERMS OF ADVERTISING IN THE Chinese Mail.

TWO cents a character for the first 100 characters, and one cent a character beyond the first 100, for first insertion, and half price for repetitions during the first week. Subsequent weeks' insertions will be charged only one half the amount of the first week's charge. Advertisements for half a

Intimations.

OAKKEYS.

WELLINGTON KNIFE POLISH.

PREPARED EXPRESSLY FOR THE PATENT KNIFE-GRINDING MACHINES, INDIA RUBBER AND BUFF LEATHER KNIFE BOARDS, KNIVES CONSTANTLY CLEANED WITH IT HAVE A BRILLIANT POLISH EQUAL TO NEW CUTLERY. PACKETS 3D. EACH; AND TINS, 6D. 1/2, 2S. 6D. AND 4S. EACH.

OAKKEYS.

INDIA RUBBER KNIFE BOARDS.

PREVENT FRICTION IN GRINDING AND INJURY TO THE KNIFE. OAKKEY'S WELLINGTON KNIFE POLISH SHOULD BE USED WITH HIS BOARDS.

OAKKEYS.

SILVERSMITHS SOAP.

(NON-MERCURIAL). FOR CLEANING AND POLISHING SILVER, ELECTRO-PLATE, PLATE GLASS, &c. TABLETS 5D. EACH.

OAKKEYS.

WELLINGTON BLACK LEAD.

IN SOLID BLOCKS—10, 20, & 40 LB. EACH; & 10, 20, & 40 LBS. EACH.

OAKKEYS.

JOHN OAKLEY & SONS.

MANUFACTURERS OF EVERY QUALITY OF BLACK LEAD, CABINET GLASS, &c.

WELLINGTON BRIDGE ROAD, LONDON, ENGLAND.

3mr77 1w 52t 2mr78

The Greatest Wonder of Modern Times!

HOLLOWAY'S PILLS.

Persons suffering from weak or debilitated constitutions will discover that by the use of this wonderful medicine there is "Health for all." The blood is the fountain of life, and its purity can be maintained by the use of these Pills.

Sir Samuel Baker, in his work entitled "The Nile Tributaries in Abyssinia," says, "I ordered the druggist Mahomet to inform the Fakay that I was a Doctor, and that I had the best medicines at the service of the sick, with advice gratis. In a short time I had many applicants, to whom I served out a quantity of Holloway's Pills. These are most useful to an explorer, as possessing unmistakable purgative properties they create an undeniable effect upon the patient, which satisfies him of their value."

SIMPLE, SAFE, AND CERTAIN

HOLLOWAY'S OINTMENT

Is a certain remedy for bad legs, bad breasts, and ulcerations of all kinds. It acts miraculously in healing ulcerations, curing skin diseases, and in arresting and subduing all inflammations.

Mr. J. T. Cooper, in his account of his extraordinary travels in China, published in 1871, says—"I had with me a quantity of Holloway's Ointment. I gave some to the people, and nothing could exceed their gratitude; and, in consequence, milk, fowls, butter, and horse-feed poured in upon us, until at last a tea-spoonful of Ointment was worth a fowl and any quantity of peas, and the demand became so great that I was obliged to look up the small remaining stock."

Sold by all Chemists and Medicine Vendors throughout the World.

no375 1w 1t

ENGLISH GOODS

(Via Suez Canal) AT CHEAPEST RATES.

D. NICHOLSON & Co.,

SILK, WOOLLEN AND MANCHESTER

WAREHOUSEMEN,

India, Colonial and Foreign Outfitters,

50 to 53, ST. PAUL'S CHURCHYARD,

CORNER OF CHEAPSIDE, LONDON,

ESTABLISHED 1843.

Invite attention to their Illustrated 160

page Catalogue and Outfitting List 60 pages,

sent post free, containing full particulars

as to Woollen, Silk and Cotton Goods of

every description.

Patterns Free.

Ladies' Clothing, Linens, Hosiery

Gloves, Ribbons, Embroidery,

Jewellery, &c.

Contractors for Military and Police Clothing

and Accoutrements.

Household Furniture,

Musical Instruments,

Ironmongery,

Fire-arms,

Agricultural Implements,

Cutlery,

Carriages,

Saddlery and Harness,

Boots and Shoes,

Preserved Provisions,

Wines and Spirits,

Ales and Beers,

Stationery,

Perfumery,

Books,

Toys, &c., &c.

Shipped at Lowest Export Prices.

Sole Agents for the "Walker" and the

"Graham" Sewing Machines for the City

of London.

Foreign Produce disposed of for a Com-

mmission of 2 1/2 per cent.

Price Lists can be had of Messrs Wheat-

ley & Co., Bombay, and at the Office of the

English in Newspaper, Calcutta.

Terms—Not less than 25 per cent. to

accompany orders and balances drawn for

at 60 days' sight.

Parcels not exceeding fifty pounds in

weight and 2 feet by 1 foot in size, and £20

in value, are conveyed from London to any

Port Town in India and Ceylon at a uniform

charge of 1s. per lb.

Special advantages to Hotel-keepers and

Regimental Messes.

D. NICHOLSON & Co.,

50 to 53, St. Paul's Churchyard, and 68,

Paternoster Row, London.

19176 1w 52t 101er7

Intimations.

Dysentery, Cholera, Fever,

Ague, Coughs, Colds, &c.

DR. J. COLLIS BROWNE'S

CHLORODYNE

(Ex Army Med. Staff)

IS THE ORIGINAL AND ONLY

GENUINE.

CAUTION.—Vice-Chancellor Sir W. P.

Wood stated that Dr. Collis Browne was

undoubtedly the Inventor of Chlorodyne,

that the story of the Defendant, Freeman,

being the inventor was deliberately untrue;

which he regretted had been sworn to by

Eminent Hospital Physicians of London

stated that Dr. J. Collis Browne was the

discoverer of Chlorodyne; that they pre-

scribed it largely, and mean no other than

Dr. Browne's.—See Times, July 12, 1864.

The public, therefore, are cautioned

against using any other than

DR. J. COLLIS BROWNE'S CHLORODYNE.

Remedial uses and action.

This invaluable remedy produces quiet,

refreshing sleep, relieves pain, calms the

system, restores the deranged functions,

and stimulates healthy action of the se-

cretions of the body, without creating any

of those unpleasant results attending the use

of opium. Old and young may take it all

hours and times when required. Thous-

sands of persons testify to its marvellous

good effects and wonderful cures, while

medical men extol its virtues most exten-

sively, using it in great quantities in the

following diseases:

Diseases in which it is found eminently

useful—Cholera, Dysentery, Diarrhoea,

Colic, Coughs, Asthma, Rheumatism,

Neuralgia, Whooping Cough, Cramp, Hy-

stria, &c.

The Right Hon. Earl Russell communi-

cated to the College of Physicians and J. T.

Davenport that he had received informa-

tion to the effect that the only remedy of

any service in Cholera was Chlorodyne.—

See Lancet, Dec. 31, 1864.

From A. Montgomery, Esq., late Inspec-

tor of Hospitals, Bombay:—"Chlorodyne

is a most valuable remedy in Neuralgia,

Asthma, and Dysentery. To it I fairly

owe my restoration to health, after eighteen

months' severe suffering, and when other

remedies had failed."

Sole Manufacturer—

J. T. DAVENPORT,

38, Great Russell Street, Bloomsbury, London.

Sold in bottles at 1s. 1/3d., 2s. 9d. & 4s. 6d.

The Public are further cautioned, a

forgery of the Government Stamp having

been issued to the knowledge of the Board of

Island Revenue.

21ap77 1w 28t 20oc77

DINNEFORD'S

SOLUTION OF

DINNEFORD'S FLUID MAGNESIA.

The Best Remedy For

Acidity of the Stomach, Heart

burn, Headache, Gout and

Indigestion.

And the best Mild Aperient for Delicate

Constitutions, LADIES, CHILDREN

and INFANTS, and for regular

use in Warm Climates.

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Constitutions, LADIES, CHILDREN

and INFANTS, and for regular

use in Warm Climates.

To-day's Advertisements.

FOR SINGAPORE AND LONDON.
The Steamship
"IMBROS,"
Capt. BINKINGTON, will leave
as above on MONDAY, the
7th instant, at 2 p.m.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.
Hongkong, May 5, 1877. my7

FOR SWATOW, AMOY & FOCHOW.

The Steamship
"DOUGLAS,"
Capt. PIMAN, will be de-
parted for the above Ports
on WEDNESDAY, the 9th instant, at
Noon.
For Freight or Passage, apply to
DOUGLAS LARPAIK & Co.
Hongkong, May 5, 1877. my9

SHIPPING.

ARRIVALS.

May 4, *Cypriotes*, British steamer, 1280,
Wood, Saigon May 1, Rice.—GIBB, LIVINGSTON & Co.
May 5, *Douglas*, British steamer, 864,
Pitman, Fochow May 2, Amoy 3, and
Swatow 4, General.—DOUGLAS LARPAIK & Co.
May 5, *Tanah*, H. M. troop-ship, 4857,
W. H. Liddell, Portsmouth March 5, Plymouth 6th via Suez, Trincomalee, and Singapore April 28.

DEPARTURES.

May 5, H.M.S. *Fly*, for Canton.
5, *Mount Lebanon*, for Victoria (Van-couver's Island).
5, *Peiho*, for Newchwang.
5, *Lombardy*, for Europe, &c.
5, *Sea Gull*, for Swatow.

CLEARED.

Bertha (str.), for Manila.
Catherine Marden, for Takow.
Flintshire, for Saigon.
Montgomeryshire, for Saigon.
Hailong, for Swatow, &c.
Noria, for Swatow.
Wacht, for Hainan.

PASSENGERS.

Per *Douglas*, from Coast Ports, Mr and Mrs Rogers, child and European maid servant, Mrs Forsyth, one Italian Sister of Mercy, Mr Lowe, and 132 Chinese.
Per *Tanah*, from Plymouth, &c., Relief Officers, Crews for H. M. S. *Charlydis*, *Modeste*, *Nassau*, *Sylvia*, and *Hart*.
Per *Lombardy*, for Penang, Major-General Hon. Sir F. Colborne, K.C.B.; Major Hutcheson, A.D.C.; Lt.-Col. Hall, B.A.; Lieut. Saunders, B.A.; Dep. Surg. Gen. Gilborne, A.M.D.
Per *Mount Lebanon*, for Victoria (Van-couver's Island), 265 Chinese.

SHIPPING REPORTS.

The British steamer *Cypriotes* reports: Moderate S.E. breeze and fine clear weather throughout. On Thursday, the 3rd of May at 9.30 p.m., saw North Shoal (Paracels) from aloft, also what appeared to be a vessel ashore; but on hauling the ship nearer discovered the object to be two junks inside the reef, apparently in deep water; at 1 p.m. kept ship her course.
The British steamer *Douglas* reports: Fochow to Amoy moderate N.E. wind and fine weather. Amoy to Swatow light S.E. wind and very foggy, and Swatow to Hongkong first part moderate S.W. wind and fine, latter part moderate S.W. and W. wind and equally. Off White Dogs passed S.S. *Namoa* bound North. Off Ocksen S.S. *Gaelic* bound North.

POST OFFICE NOTIFICATIONS.

MAILS will close:—

For SAIGON.—
Per *FLINTSHIRE*, at 9 a.m. To-morrow, the 6th inst.

For SWATOW.—
Per *NORMA*, at 7.30 a.m., on Monday, the 7th inst.

For MANILA.—
Per *BERTHA*, at 9.30 a.m., on Monday, the 7th inst., instead of as previously notified.

For STRAITS SETTLEMENTS.—
Per *IMBROS*, at 1.30 p.m., on Monday, the 7th inst.

Per *ULYSSES*, at 3.30 p.m., on Monday, the 7th inst.

For BANGKOK.—
Per *RAJANATHIANAHAR*, at 5 p.m., on Monday, the 7th inst.

For COOKTOWN AND SYDNEY.—
Per *GUNGA*, at 1.30 p.m., on Tuesday, the 8th instant. Mails will also be closed for E. Australia, Tasmania, and New Zealand, 12 cent rates.

MAILS BY THE FRANK PACKET.—

The French Contract Packet *SINDH*, will be despatched from Hongkong on SATURDAY, the 12th May, with Mails to and through the United Kingdom and Europe, via Mauritius, to Saigon, Singapore, Batavia, Cebu, Australia, New Zealand, Tasmania, Fiji, Aden, Seychelles, Réunion, Mauritius, Suez, and Alexandria. This is the best opportunity for forwarding Correspondence to E. Africa, the Cape, St. Helena, and Ascension.

Letters may also be forwarded to India by this Packet.

The following will be the hours of closing the Mails, &c.:—

Friday, May 11th.—
5 p.m. Money Order Office closes. Post Office closes except the Night Box, which remains open all night.

Saturday, May 12th.—
7 a.m. Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.

10 a.m. Registry of Letters ceases.

11 a.m. Post Office closes except for Late Letters.

11.10 a.m. Letters (but Letters only) except those to and through Australia, may be posted on payment of a Late Fee of 12 cents extra postage, until

11.50 a.m. when the Post Office closes entirely.

Hongkong, April 28, 1877. my12

POST OFFICE NOTIFICATIONS.

MAILS will close:—

MAILS BY THE UNITED STATES PACKET.

The United States Mail Packet *CITY OF PEKING* will be despatched on TUESDAY, the 15th instant, with Mails for Japan, San Francisco, and the United States, which will be closed as follows:—

2 p.m. Registry of Letters ceases.

2.30 p.m. Post-Office closes.

2.30 p.m. Correspondence for Japan or the United States only may be posted on board the Packet with Late Fee of 12 cents extra Postage until

2.50 p.m. when the Mail is finally closed.

Correspondence must be specially directed for this route, and if not fully prepaid, will be sent by British Packet.

Hongkong, May 2, 1877. my15

Shipping Intelligence.

HOME SHIPPING.

The following is corrected from the latest London Papers:—

DEPARTURES.

Nov. 28, Western Chief, from London to Hongkong.

Nov. 28, Madura, from Cardiff to Hongkong.

Dec. 4, Benclutha, from Cardiff to Hongkong.

Dec. 17, A. E. Vidal, from Hamburg to Hongkong.

Dec. 17, Carricks, from London to Hongkong.

Dec. 19, Channel Queen, from Cardiff to Hongkong.

Dec. 20, Chinaman, from London to Hongkong.

Dec. 22, Sophie, from New York to Hongkong.

Dec. 23, Inc, from Greenock to Swatow.

Dec. 23, John Nicholson, from New York to Shanghai.

Dec. 27, Undine, from London to Shanghai.

Dec. 28, Cassan, from Cardiff to Hongkong.

Jan. 4, C. R. Bishop, from London to Hongkong.

Jan. 11, Windhover, from London to Shanghai.

Jan. 12, Woodhall, from Hamburg to Hongkong.

Jan. 12, Hope, from London to Hongkong.

Jan. 16, Gryte, from Cardiff to Hongkong.

Jan. 18, Batavia, from Hamburg to Hongkong.

Jan. 31, Forward Ho, from London to Hongkong.

Feb. 1, Robert Henderson, from Buryport to Hongkong.

Feb. 2, Polynesia, from Cardiff to Hongkong.

Feb. 5, Carrizal, from Cardiff to Hongkong.

Feb. 8, Daphne, from London to Hongkong.

Feb. 12, Leading Wind, from Antwerp to Hongkong.

Feb. 17, Therese Behn, from Cardiff to Hongkong.

Feb. 18, Matchless, from Cardiff to Hongkong.

Feb. 19, Cactus O., from Cardiff to Hongkong.

Feb. 19, F. P. Lichfield, from Cardiff to Hongkong.

Feb. 19, Malpu, from Cardiff to Hongkong.

Feb. 20, Penrith, from London to Hongkong.

Feb. 22, Enid, from London to Hongkong.

Feb. 22, Osaka, from London to Hongkong.

Feb. 22, Belted Will, from London to Shanghai.

Feb. 27, Gold Hunter, from Cardiff to Hongkong.

Feb. 28, City of Aberdeen, from London to Shanghai.

Feb. 28, D. McB. Park, from Sunderland to Singapore and Hongkong.

Feb. 28, Janet Ferguson, from Glasgow to Singapore and Hongkong.

March 1, Isles of the South, from Cardiff to Hongkong.

March 1, Brown Brothers, from Cardiff to Hongkong.

March 1, Khedive, from Antwerp to Hongkong.

March 2, Paracos, from Cardiff to Hongkong.

March 3, A. S. Davis, from Cardiff to Hongkong.

March 3, Caller Ou, from Cardiff to Shanghai.

March 4, Nimbus, from Cardiff to Hongkong.

March 4, Jala, from Cardiff to Hongkong.

March 6, Lord Macaulay, from Cardiff to Hongkong.

March 7, Alcestis, from Cardiff to Chafco.

March 10, Sir Lancelot, from London to Shanghai.

March 13, Golden Spur, from Cardiff to Hongkong.

March 16, Bessie Morris, from Swatow to Amoy.

March 15, Antwerp, from London to Hongkong.

March 17, Scindia (str.), from London to Shanghai.

March 18, Victoria, from Swansea to Hongkong.

March 19, C. W. Outhane, from Liverpool to Hongkong.

March 20, Springfield, from Cardiff to Hongkong.

March 20, Warrior, from Cardiff to Hongkong.

March 23, George, from Cardiff to Hongkong.

March 23, Ajax (str.), from Liverpool to Shanghai.

LOADING FOR CHINA AND JAPAN PORTS.

At London.—Steamers via Russ Coast.

Chadla, Tielot.

Elgin, Nankin.

Glendaloe, Stirling.

Duke of Abercorn, Corta.

Commissary, Stindia.

Kalow, Malbrak.

James Shephard, Ferdinand Bruthin.

At Liverpool.

Priam (str.), Henry S. Sanford.

At Glasgow.

Isle of Erin.

General Memoranda.

TUESDAY, May 8:—
Noon.—Sale of Ground, at Sow-kei-wai.
Noon.—*Teresa* leaves for Manila.
Noon.—*Emeralda* leaves for Manila.
Goods per *Meikong* undelivered after Noon, subject to rent and landing charges.

WEDNESDAY, May 9:—
Noon.—*Douglas* leaves for Coast Ports.

FRIDAY, May 11:—
Noon.—General Weekly Sale by Messrs Lane, Crawford & Co.

TUESDAY, May 15:—
2 p.m.—Sale of Household Furniture, at Dr Denny's residence, Fair Lea.
3 p.m.—*American Mail* leaves for Yokohama and San Francisco.

SATURDAY, May 19:—
Noon.—Sale of Stock-in-trade of the firm of Broadbear, Anthony & Co.

FRIDAY, June 1:—
3 p.m.—Occidental & Oriental S. S. Co.'s Steamer leaves for Yokohama and San Francisco.

MEMOS. FOR TO-MORROW.

RELIGIOUS SERVICES:—

St. JOHN'S CATHEDRAL.—The Right Reverend Bishop Burdon; The Rev. E. Davis, Acting Colonial Chaplain. At 11 a.m., Morning Prayer, &c. At 4 p.m., Evening Prayer and Sermon.

Military Service.—At 8 a.m., Morning Prayer, &c.
UNION CHURCH.—Minister, Rev. James Lamont. Morning Service, at 11 a.m. Afternoon, 6 p.m.

St. PETER'S SEAMEN'S CHURCH.—Rev. J. Henderson. Service at 6 p.m., every Sunday. All seats free. Morning Prayer and Communion on the First Sunday in each month at 11 a.m.

St. STEPHEN'S MISSION CHURCH.—Rev. A. B. Hutchinson, and Rev. Lo Sam Yuen. (All Services in Chinese.) Morning Prayer.—Liturgy, Ante-Communion, and Sermon, at 11 a.m. Bible Class, at 3 p.m. Preaching, at 6.30 p.m. Holy Communion, 1st Sunday in Chinese month.

BERLIN FOUNDLING HOUSE.—Service in the German language, by Pastor E. Klitzke, every Sunday at half-past ten a.m., in the Chapel of the Berlin Foundling House, West Point.

Shipping.

Daylight.—*Hailong* leaves for Coast Ports and Formosa.
Goods per *Argentine* undelivered after this date subject to rent.

MEMOS. FOR MONDAY.

Shipping.

10 a.m.—*Bertha* leaves for Manila.
2 p.m.—*Imbros* leaves for Singapore and London.

Meeting.

5 p.m.—Meeting of the Hongkong Humane Society at City Hall.

Amusement.

9 p.m.—Amateur Dramatic Club Performance at the City Hall.

THE

HONGKONG DISPENSARY,

Established A.D. 1841.

香港大藥房

A. S. WATSON & Co.,
FAMILY & DISPENSING CHEMISTS,
WHOLESALE AND RETAIL DRUGGISTS,
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Soda Water, Lemonade, Tonic Water, Gingerade, Potass Water, Sarsaparilla Water, and other Aerated Waters.
The Manufacture is under direct and continuous European Supervision.
Hongkong, June 1, 1876.

The publication of this issue commenced at 7.45 p.m.

THE CHINA MAIL.

HONGKONG, SATURDAY, MAY 5, 1877.

The Chinese Recorder for March-April contains much that is of interest to missionaries, but is not likely to arrest the attention of the general reader. Mr Phillips, in his fifth paper on the Zai-tun discussion, closes his commentary on the various texts of Marco Polo's descriptions of Fokien. A graphic sketch of a Mongol Prison, from the pen of Hoines, is the only really popular paper of the number. A mass of statistical information concerning various missions, follows this charming contribution; and the reader is next threatened with an overdose of literature on the "Term question." Dr. Graves first gives his thoughts on the subject, and in doing so it must be conceded that he carefully avoids giving way to that "unsanctified temper" which has lately been too freely exhibited elsewhere in this discussion. Mr Hutchinson (Hongkong), in taking up the question "Shall T'ien-chu supersede Shang-ti and Shin," elaborates the argument in favour of Shang-ti supplied by the experience of its use; and he does this with so much vigour and freshness, that the so-called idolatrous tendency of the term he advocates vanishes into this air, while the real of those native Christians who most resolutely

adhere to its use seems conclusively proved. Dr. Blodgett and Dr. Cairns Douglas each contributes his quota to the great controversy, the relative merits of which will most likely be pronounced upon according to the side favoured by the reader; and Mr Chalmers administers a severe reproof to those students (young and old) who import bad Greek into the discussion—who are ever quoting the dead languages at the expense of a more significant study claimed by the living book-language of China. In the notices of recent publications there is to be found, as usual, a large amount of sound sense and scholarly information. An appreciative review of Dr. Eitel's Chinese Dictionary, and a calm but suggestive notice of Bishop Burdon's recent "Letter to the Archbishop of Canterbury," possess most interest to readers here in the South. In the first article the Editor observes that, while "more disposed to reverence than to criticize," he cannot accept Dr Eitel's statement that the Chinese colloquial is a monosyllabic language, and does not hesitate to say that good Saxon English is by far more monosyllabic than colloquial Chinese. Be this as it may, the work itself is described as "to a great extent a dictionary of the general language of China," which will be a boon to those who are seeking to gain an insight into Chinese linguistics. This is high praise, and comes from an authority fully competent to deal with such matters. Bishop Burdon's letter to the Archbishop on the Chinese term for God is freely dealt with, and the language used clearly indicates that even a charitable and impartial man, who regards the Bishop's present position from a distance, can write "more in sorrow than in anger" of the rev. gentleman's ill-advised efforts. The Bishop's statement of the term Shin is described as "very fair and impartial;" his advocacy of Tien-chu is spoken of as "admissible," but as to Shang-ti the writer is sorry to think that the Bishop "should have expressed himself as he has." This refers to an implied charge, brought against all those who use Shang-ti, of advocating or teaching heathenism. Errors in detail are charitably put down by the reviewer as unintentional. In asserting, however, that the Jesuits were alone in their use of Shang-ti, the Bishop is accused of unfair pleading; while in the reference he made to Bishop Smith, Dr. Burdon is charged with writing what certainly has a tendency to mislead. Bishop Smith tried to effect a compromise, it is true, but on its failure "he declared himself decidedly and strongly in favour of the use of Shang-ti for God, which term he used to the end." Like the Recorder, we would never think of imputing to Dr. Burdon any intention to mislead; but the frequency with which he cites outside authorities to strengthen his argument, when as a matter of fact the testimony is all the other way, would seem to justify the supposition that the warmth of his zeal occasionally obscures his logical faculty. The misrepresentation in this instance is the more to be regretted because the Archbishop may be misled. It is pleasing to note the tribute paid by the reviewer to the late Rev. W. C. Burns, "of world-wide renown for his sanctity of character and purity and simplicity of life." The Recorder, by way of defending the late missionary from Dr. Burdon's insinuation, asks, "Can it be believed that such a man [the late Mr Burns] was teaching heathenism because he used Shang-ti?" adding, "We sincerely hope Bishop Burdon will come to look more favourably on the action of his brethren in China—a hope which, we fear, is now as faintly entertained in South China as it is likely to be realized. Other but less important notices complete the number.

There was one little argument against opium-smoking advanced by the Chinese Envoy to England, when the Deputation from the Anti-Opium Society waited upon him, which was certainly ingenious and, we believe, original. "Now that the Chinese Government has taken the step of sending envoys to England, and intends sending representatives to other countries," said Kwo, "it is not likely that the people will remain at home, but will spread over the world, and if they continue to indulge in opium-smoking the vice will spread with them. It is therefore important to take steps to stamp it out." It would undoubtedly be a bad thing for England if her course of drink were supplemented by that of opium-smoking, but it scarcely follows that Englishmen or any other nationality would be so ready to adopt that evil. Opium-smoking seems to have special allurements for Chinamen. In India, where the drug is chiefly produced, we hear little or nothing of the evils of opium-smoking. It is at the same time interesting to note that such a high Chinese official as Kwo, who is probably not so far advanced in his ideas as many of his official confreres, is convinced that his countrymen are destined to spread all over the world. There was a time when no Chinese was permitted to settle beyond the borders of his own country, and even now, we believe, there is a law in force forbidding the transportation of offenders beyond Chinese territory. Some of our Home contemporaries seem to be fully persuaded that England will in the course of a few years suffer from the "Chinese Deluge." Mention has been repeatedly made of a scheme for employing Mongol labour in the mines, and it is also reported that a couple of vessels manned by Chinese have recently arrived in England—one at Greenock and the other at Leith. The sudden introduction of a vast number of Chinese labourers into England would, no doubt, give rise to a considerable

amount of distress, and should such an event occur, Englishmen will have to confine themselves more to skilled and intellectual labour and leave the more drudgery to the invaders. The position of England, as a nation, would probably be improved by the change, for cheap labour means cheap produce, and cheap produce means increased power of competition in the world's markets. England's existence mainly depends on her foreign trade, and the more cheaply she can produce her merchandise, the more readily will she be able to meet and crush competition from other countries. Cheap labour must be an undoubted advantage to any nation, whether it comes from abroad, or is indigenous to the country using it. The objection to the Chinese is that they take away a portion—a very small portion, however—of the wealth they earn; nevertheless the country in which they are domiciled and in which probably they spend the best part of their working days, must be profited incomparably more than China. This truth, of course, applies far more strongly in cases where Chinese immigrants are engaged in industries or on permanent works, instead of, for instance, endeavouring to make a hasty fortune, and a short stay in a country, by searching for nuggets on the gold fields. Even the Koreans appear to be afraid of the Chinese invasion. The Peking Gazette of the 4th April contains a long memorial setting out the alarm felt by the Koreans lest the Chinese emigrants who are rapidly settling in the country up to the Korean frontier should overflow into Corea, and it is proposed to give the Korean Government power to arrest any Chinese subject found across the border, and to send him a prisoner to Moukden for execution, or to slay any Chinese who may attempt to resist capture by the Koreans!

It will be recollected that a Reuter's telegram gravely announced a few weeks ago that Sir Louis Mallet, Mr Mulholland and Sir Arthur Kennedy had been appointed by the Home Government to negotiate the renewal and extension of the Treaty of Commerce between France and England. We expressed doubts at the time as to the accuracy of the telegram, as it was strange that Sir Arthur Kennedy, who probably knows far more of eastern than western commercial matters, and who had just left here for his important post in Queensland, should have been selected to discharge such duties. The London papers to hand show us that for Sir Arthur Kennedy, Mr Kennedy of the Foreign Office should be read. Mr Kennedy is said to possess considerable knowledge of the commercial relations of England with foreign Governments, hence the fact of his being selected on this occasion. The treaty negotiated by Mr Cobden with the late French Emperor expired, and was prolonged by M. Thiers, when he was in power, for three years, which period has now expired.

LOCAL AND GENERAL.

Our list of Religious Services has been considerably curtailed, owing to the difficulty in obtaining correct information as to details.

We are requested to state that Mrs Pope Hennessy will be at home on Wednesdays, the 9th, and 16th instant, from 4 to 6 o'clock p.m.

The City of Peking came out of dock to-day, so that we may conclude the damage she had sustained could not have been very extensive.

GENERAL Colborne left for the Straits by the mail this morning accompanied by Major Haskleson A.D.C., Lieut-Col. Hall R.A., Lieut. Sandner R.A., and Dep. Surg. Gen. Gilborne, M.D.

We have received a communication from "Rusticus" complaining of certain remarks as well as evidence that have appeared in print respecting Sergeant Shannon; but the letter is worded so offensively, and unnecessarily so, in regard to the Club, that we really must decline to publish it.

LOVERS of flowers will be pleased to see the natural profusion of the pretty rose-clusters now in full bloom on the wall leading up to Glenale. The hedge of monthly roses cultivated at this spot is one of the finest flower-shows we have seen for many a day in this "barren island."

It is satisfactory to note the indomitable persistence with which our roads, streets, and water-courses are put and kept in good form. Wellington Street, D'Agular Street, and other thoroughfares are now coming in for their turn of renovation; and one of the boasts of Hongkong will soon be a well-grounded, viz., that it possesses the best roads of any island of its size in the British dominions.

In reference to the report brought down by the steamer *Norma*, and published last evening, to the effect that a vessel had been ashore at Breaker Point, we learn by the steamer *Douglas* that E. M. S. *Hornet* had returned to Swatow after an unsuccessful search. When the *Douglas* passed the spot indicated at daylight, nothing could be seen to justify the statement. It is be-

lieved that a small sailing vessel had got aground, but had got off without damage, and that the rumour had thus been originated by the Chinese.

A CORRESPONDENT writes as follows:—Notwithstanding the fact that the two eminent firms are keeping up a line of packets between this and Calcutta, to exclude all interlopers from partaking of the "pudding" of the rich opium-freight, the Messageries Maritimes Company have the credit of one of their packets having imported this year the first chests of New Bengal Opium, for which the consumers on the Coast, particularly, have waited open-mouthed for some time past. The handful of chests of both New Patna and New Bonares, which the *Meikong* brought on from Galle, have been hurried up the Coast, where

but also in the palate bones, which accounts for the dog being unable to extricate himself in the first instance, for the teeth being like the "Venus beech" of South Africa, the more he struggled backward the tighter he was held by the bone. I may add for the information of the friends of the dog that he is none the worse for his squeeze.

Police Intelligence.

(Before James Russell, Esq.)

May 5, 1877.

Cheuk Amin, stone-carrier, and Hung Ahik, cook, were charged by P. C. Wan Aloy, No. 201, with creating a disturbance. The first defendant was fined 50 cents or two days imprisonment and the 2nd was discharged.

Chav Ayan and Chun Ahik, boatmen, were fined 25 cents each for a similar offence.

Lewis Heron, aged 26, a native of Denmark and described as a seaman unemployed, was charged with being drunk and incapable. He was found lying on the road near the British Hotel by Sixth Constable No. 626, who put him in a chair and took him to the Station. Defendant was fined 25 cents or twelve hours imprisonment.

Robert Allen, aged 33, a native of Scotland, and described as a storekeeper on board the steamer *Jun*, was charged with a similar offence. He was found by P. C. White, lying on Ladder Street Steps. Defendant admitted being drunk and was fined 25 cents.

Chan Ayan, a shoemaker, aged 33, a native of Nankai, was charged by Wong Ahcheung, a fishmonger, living in Tak Shing Lane, Sai-ying-poon, with having stolen a basket containing four pieces of clothing, some cash and some oil. Wong Ahcheung said he found the empty basket next day with a pair of trousers which he identified as belonging to him. He told the pawnbroker not to let any one redeem them. Yesterday he was sent for. The trousers produced were his. —Un Achan, called, said he was acquainted with the defendant. The defendant at the Sam Hing pawnshop. The defendant pawned the articles produced on the 25th January. He looked at the trousers carefully. —The defendant, on being called on for his defence, said the trousers were his. —Inspector Crockett said he had known the defendant for three years and knew him to be a respectable man. The defendant was discharged.

Li Achan, and Lum Kam-cho, servants, Mak Akwan, master of the Wing Wo Cheong rice shop, and Au Akai a hawkier, were charged as follows:—Geo. Baker (P.C. 74) sworn said that about 8 o'clock on the night of the 3rd May, he was on duty at Yow-ma-tee and heard a noise as of people fighting in a licensed brothel. On going upstairs he found the trap door closed, with the assistance of an Indian Constable he burst open. The 1st and 2nd defendants, who were down stairs, had their face much out. Witness took him into custody, when the 3rd approached armed with a stick and struck him 4 or 5 blows with it on the hands and arms. He therefore had him arrested also and took them both to the Station. The 2nd and 4th defendants were arrested by an Indian Constable. There were 12 women living in the house; their room was broken up. In answer to the 3rd defendant he said he was quite sure he struck the 1st defendant. —Sixth Constable, 534, corroborated Baker's statement. —The mistress of the brothel was called, and by her statement it appears that the disturbance was occasioned by the 1st and 2nd defendants endeavouring to enter the room of one of the inmates against her will. —The 1st and 2nd defendants said they went to the brothel together and the other two came and interfered with them. The 3rd defendant said he was not at the brothel, he was at a druggist's shop and saw a fight; he did not interfere.

Mr Caldwell came forward and said the two first defendants were his servants; the 1st defendant had been with him 18 months and the 2nd four years. He could not say much in favor of the 1st defendant who had occasioned him much trouble, but the 2nd defendant had been most exemplary in his conduct. The 1st defendant was fined \$10 or 14 days imprisonment, the 2nd \$5 or 14 days, the 3rd \$25 or 2 months, and the 4th \$5 or 14 days. And all were ordered to find bail in \$25 each, to be of good behaviour for one month.

CORRESPONDENCE.

A NUISANCE.

To the Editor of the "CHINA MAIL."

Hongkong, 5th May, 1877.
Sir, I have always been under the impression that there is a "Water Police" for this harbour, and I find however I have been mistaken. I was disturbed in my slumbers before 6 o'clock this morning by a steam whistle being blown about every 5 minutes, for at least a minute at a time. This was kept up for quite an hour. I found afterwards it proceeded from the *Cyphreus*. Now, Sir, after being roused out of one's rest by a heavy steam whistle for at least 5 minutes, I am comfortably making up for lost time. I think there should be water police, and a part of their duty should be to stop anything of the kind occurring, for it is ridiculous to suppose a whole community should be annoyed in this manner just to suit the whim of one individual.

Yours faithfully,

JOHN.

P.S.—I found afterwards the *Cyphreus* was only coming further up the harbour, then what in Heaven's name was the necessity for such an uproar, it could not have been worse if the vessel had been in grave difficulties.

Swallow.

May 2, 1877.

Shatters effected.—German by Parades, 5,000 pints, hence to Cienstien, Newchwang and back to Swatow, 50 cents per pint, 22 1/2 days.

Arrivals.—April 27, *Doutglas* from Hongkong, *Yesso* from Coast Ports; 28, *Olympia* from Hongkong; 30, *Namoa* from Hongkong, *Hornet* (H.M.S.) from Hongkong; May 1, *Eu Yew* from Shanghai, *Taiwan* from Coast Ports; and *Norna* from Hongkong.

Departures.—April 24, *Norna* for Hongkong; 27, *Yesso* for Hongkong, *Douglas* for Coast Ports, *Jedda* for Singapore,

Norma for Tientsin; 28, *Hochung* for Shanghai; 29, *Oceanus* for Takao; 30, *Swallow* for Shanghai, *Namoa* for Coast Ports; May 1, *Condor* for Chefoo, *Caroline* for Takao, *Taiwan* for Hongkong, *Olympia* for Shanghai, *Eu Yew* for Hongkong; 2, *Hornet* (H.M.S.) for a cruise.

Vessels in Port.—Steamer: *Norna* to Hongkong. Sailing Vessels: *Wm. Turner*, *Julie Reitz*, *Parades*, *Hans*, *Vesta*, and *H.I.C.M.S. Olenito*.

The Straits.

(Singapore Daily Times.)

Messrs. Apcar & Co's. steamer *Japan*, Captain de Smidt, from Hongkong, with dates to the 17th instant, arrived alongside Tanjong Pagar wharf yesterday (April 23rd) en route to Penang and Calcutta.

We learn from official sources that only two deaths from cholera have been reported within the last two days, making thirty deaths in all from that disease in its sporadic form, officially recorded within the last twenty-seven days, and that the Medical authorities consider the sanitary state of the town to have recently improved, and to be on the whole satisfactory, or not at all events affording any reason for alarm or uneasiness.

The Coals at Tanjong Pagar Wharf are still burning (April 24th), in spite of now over a week's operations with force-pumps, coolies, and other appliances to bring water to bear on fire. And it will probably take another week before "the devouring element" is finally and completely extinguished.

We have been informed to-day (April 25th) semi-officially from the Tanjong Pagar Dock Company, that the total quantity of coal stored on their premises before the late fire was about 45,000 tons; that of this amount 6 to 7,000 tons, at least as can be judged until the coal is actually weighed, were not touched by the fire; and that a large quantity of the coal on fire is being saved, more or less damaged. With regard to insurance, the Company, of course, know nothing officially, but the principal holder was fully covered, and it is known also that about half the coal on fire was covered with insurance here and at home. The loss to the Company from the destruction of plant, coal sheds, timber, &c., is still unascertained, all the energies of the Directors and officers of the Company having been, and still being, engrossed with the mastering of the fire.

The murder of an Ayah in Killiney Road, which we announced yesterday (April 24th) appears to have been of a very brutal nature. The Ayah, who had entered the garden of a house close to her own, and in which carpenters were at work, for the purpose of collecting some shavings, was suddenly struck a violent blow with an adze by a Kling Syce, with whom, it is alleged, she had some business transactions with which he was dissatisfied, and he afterwards followed it up by hacking her in a dreadful manner. The Syce supposed to be the perpetrator was handed over to the custody of the police by some Chinamen who had arrested him.

TORPEDOES.

On the 19th March, Lord Charles Beresford called attention in the House of Commons to the increasing power of torpedoes. His speech is a very able and instructive one, and we cannot do better than append his description of the various kinds of torpedoes and the modes of using them. Mr E. J. Reed followed with a short speech, in the course of which he maintained that, although there might be good reasons why the initiation of a system of torpedo defence should be left to the Royal Engineers, yet, once the principles and the methods were settled, it became of the utmost importance that the conduct of the operations should pass into the hands of the Royal Navy.

Lord O. Beresford spoke as follows:—There were four torpedoes at present in use in Her Majesty's Navy. First, there was the "Herring's," or "towing" torpedo, which was towed from a derrier-end, or the yard-arm, over or against the enemy, and which exploded on striking. Then there was the "ground torpedo," which was a mine torpedo, intended for the defence of harbours or to close the mouth of a canal, or to protect our ships. It exploded by electricity, communicated either from the shore or a ship, or by an enemy striking a floating and partly buoyant body connected with the torpedo. Next there was the "spar torpedo," which was carried in a boat, no matter how small, and which exploded either on touching the side of a vessel or by electricity used by wire from the boat. But by far the most formidable—

—he might even call it the most awful—weapon of maritime war was the "Whitehead torpedo"; and it was this which threatened to change the character of naval warfare. It was a body 14ft. in length and 16in. in diameter. It was made in three pieces—the head, which contained a burning charge of 800lb. of gun-cotton; the balance chamber, which contained a convulsive charge of setting it so as to remain at any depth it was wished to travel under the water-line; and, lastly, the air chamber which contained the engine and the compressed air to drive them. Their length was 18ft., the diameter 16in., the appearance being exactly that of a cigar pointed at both ends. The head or foremost end contained the pistol or detonator which exploded the charge. The after-end supported the screws—a right and left hand screw—which propelled the torpedo and were made of the finest steel. The air chamber was tested to 1,200lb. on the square inch, although for service it was only loaded to 800lb. The Whitehead torpedo could be made to go at the rate of 20 knots for 1,000 yards, and at any depth that was wished from 5ft. to 30ft. It could be set to explode either on striking an object or at any particular distance under 1,000 yards. It could also be set so that if it missed the object aimed at it would go to the bottom and explode on half-cock, or come to the top on half-cock so as to be recovered; as it had buoyancy enough just to float on the surface of the water when not in motion. It was fired by what was called an "impulse tube," which, out of a frame fitted to a port, discharged the torpedo into the water. It could be fired above the water, but would at once go to the depth it was set for, and then go straight to the object, no matter how fast the ship from which it was discharged was going, or how fast the object aimed at might be sailing or steaming. In fact it could do anything but speak. (A laugh.) It was calculated to make a hole on bursting of 70ft. area, and there was no doubt that if one of them

hit a ship of any sort or description at present on the water she must at once proceed to the bottom. He would now state what he believed to be the only way of resisting the attack from these infernal machines. (Hear.) He did not think that ordinary vigilance on the part of the fleet, as in the case of the *Gailling* gun would destroy the boat, and in the other, in these days of accuracy of artillery fire, the torpedo itself could be destroyed, or the yard or derrier from which it was towed could be accounted for. A Whitehead torpedo was, however, a totally different weapon, and the first intimation you would get of it was by going to the bottom. ("Hear" and a laugh.) The torpedo vessel or boat need not be nearer than 1,000 yards, and, assuming that the first three shots did not take effect, she could still deliver more, as at night time the vessel's position at that distance was absolutely safe, and the vessel fired against would be positively unaware of the attack until she was blown up. The newly invented electric light from the tops was a great help to the party attacked, but it was his firm belief that if three or four boats of great speed attacked a vessel from different points of the compass, and if they were commanded by smart officers, nothing that she could do would save her from being hit by one or more of them. He had, therefore, in his motion asserted the expediency of adding torpedo boats and vessels to the Fleet without delay. (Hear, hear.) In his opinion—and he was confirmed in it by a number of naval officers whom he had consulted—the only manner in which the Whitehead torpedo was to be combated, was by having attached, not only to the Fleet, but to each line-of-battle ship or heavy ironclad two or three satellites—namely, very fast schooner-rigged steam vessels, like the steam yachts of the present day, to be fitted as torpedo vessels, and also armed with light guns capable of destroying any vessel of their own description which they might approach, besides being able to destroy any big vessel if they could come near enough to discharge their own Whitehead torpedoes. In build they should be as near a yacht as possible, doing not less than 12 knots an hour, but with a freeboard, capable of remaining at sea and using sail power, and having a low hull, so that they would be less likely to be detected by the enemy. The freeboard was to be as low as possible, and the hull was to be as light as possible. The idea of protecting a large ironclad with wire nets he did not think at all possible for many reasons. It would reduce the speed of ships of the Devastation class by 5 or 6 knots an hour, and the Whitehead torpedo was fitted with sharp "guides" which would go clean through a half-inch wire netting. A spar torpedo, moreover, could reach over the nets and have full effect upon the vessel. The next point to which he wished to draw attention was equally important—namely, the want of an organized system in connection with our defensive coast torpedoes. The defensive operations were in the hands of about four companies of Royal Engineers. Now, what he would like to see was not only a large body of seamen instructed in the matter, but also all our boatmen, coastguard men, and pilots. Of course, the actual firing of the torpedoes must always be done by trained electricians, but the laying down and taking up of them was essentially a seaman's work. It required a knowledge of the way of handling boats, of tides, soundings, position of bearings, coaling clear, position of cables, and making bends, &c. For all these things the Navy was particularly qualified, but they must have the practice also. He thought all our squadrons ought to be exercised in this matter, as, in the event of a war, what would now take weeks to accomplish could be done in a few days if the fleet had practice. He would give an instance that was suggested to him the other day. Supposing that while our fleet had been anchored in Basle Bay, circumstances had led to a combination of other European nations against us, and that we had found it necessary to hold the entrance of the Dardanelles and also to protect our own shores from invasion—if the fleet had been trained in torpedo work, a few ship loads of ground torpedoes would, by being laid down in a few days, have rendered the passage perfectly impassable, two or three ships would have been left to them as occasion offered by electricity, or kept off by the use of torpedoes, and the rest of the large fleet would have been free to act elsewhere. The Germans, the French, and he believed, the American, had begun this work with a system of divided responsibility, but had found it did not answer at all; and now they had all got a regular naval torpedo corps worked by blue-jackets and naval officers. He thought it was most important that we should not only have a regular naval coast defence, but also that our squadrons should be drilled in the work of laying down and taking up torpedoes. If we went to war the Navy must be called in for this duty, and there were many places we should have to defend abroad by means of torpedoes, particularly our coaling stations, so that it was necessary to familiarize the men and officers to the use of these weapons so as to get rid of that sort of dread, of an undefined nature, which must occur to any one, with the knowledge of an unseen danger. The First Lord of the Admiralty had thoroughly recognized the importance of this new warfare, as was apparent from the increased expenditure he was going to propose for torpedoes and experiments—namely, 480,000 or torpedoes and 24,000 for experiments. Nothing he had said would, he hoped, be construed into criticism in any way whatever; but he had thought it right to bring the matter into public notice as it had to completely changed maritime war. We might manufacture guns and build enormously powerful ships, but ramming and torpedoes must be the warfare of the day (Hear, hear.)

PARISIAN GOSSIP.

The Speaker of the Turkish House of Commons, or the President de la Chambre des Deputes, Turkey, is almost a Parisian, for Ahmed-Visik was educated in this capital, and represented his country at the Court of France pending the massacres of Syria. He is, perhaps, the most curious personage in all Turkey; of Bulgarian origin, he exaggerates to the highest degree, like all Christians who have become Mahomedans, his zeal for the new faith. He speaks and writes French perfectly, and is deeply read in Greek and Latin. No one can surpass him in telling a good story, which he lends with classical quotations. He has translated La Fontaine's Fables, and a few of Moliere's Comedies, one of which has been represented at the Turkish theatre of Stamboul. He has also published a dictionary of pure Turkish such as it is spoken

in Turkestan, and divested of all Persian and Arabic words; this work, which is much favored by Oriental scholars, has been in his day, Director of Customs, President of the Tribunal of Commerce, and Ambassador at Paris. On entering upon the duties of the first office, he was fully aware of the *bukharish* loved by the chiefs; three of the latter he warmly congratulated on their zeal, and invited them to supply him with a list of subordinate meritorious promotion. Fifty names were submitted to him; "At last I have the rogues," he exclaimed, and he at once dismissed the chiefs and their confederates. On another occasion, when filling the office of Judge, a merchant, steeped to the chin in debt, called on him mounted on a superbly caparisoned horse; he kept the merchant waiting upwards of four hours, then sent a message that he could not receive him; when the merchant asked for his horse, he learned it and the trappings had been sold by the judge's order, and the proceeds handed over to the creditors. Ahmed-Visik occupies a beautiful villa, at the spot where Darius is said to have witnessed the passage of his troops across the Bosphorus. His salons are filled with the principal newspapers and periodicals of Europe; of his two sons, the first is employed in the Treasury, after having completed his education in Paris, where the second is at present, a graduate in the Lycium Charlemagne. When will Russia be able to boast of a Representative Chamber, or, what is more pressing, when will she demobilize her "Army of Constantinople," as the First Napoleon had at Boulogne, his "Army of England." That's the protocol people here desire to see acted upon.

The sudden outburst of winter has been felt at Nice, as well as here, and has caused quite a commotion among the forty thousand cosmopolitans that dwell in the Flowery Land between Hyeres and San Remo; a kind of blind man's buff movement has set in, to find the most sheltered nooks for the really delicate. However, snow and frost, feeling ashamed of their appearance in those localities, have ever the good taste to rapidly disappear, then reconnaissance Alpine excursions, and the devastation of all wild flowers within reach. There is a story told of a gentleman, who recently wandered he would return from a mountain excursion, with one or two foxes, instead of the prosy ass-loads of wild flowers; he set off for a snowy side of a mountain, where foxes are said to have most holes; he was fitted out with all hunting requisites; failing to return after three days, some friends proceeded to search for him, and perceived smoke issuing from the entrance of a small cavern, where some wolves also were crouched. A few shots dispersed the wolves and thereby raised a siege; and, on entering the cavern, they discovered the hunter, piling, with a miser's frugality, some fagots on a fire to maintain a blaze—the only means of keeping off wolves when your ammunition is exhausted.

The *Figaro* publishes some strange revelations about Garibaldi's family, and the appearance rather large spots on the sun. The hero of the two hemispheres, it is alleged, though not possessed of a son, not the least managed to get to 60,000 fr. per annum; and he only accepted the national annuity of 100,000 fr., on the threat from M. Nicotini, to expose that Garibaldi's two sons, Menotti and Ricciotti, were subventioned out of the secret service fund. Menotti is described, as dressing and speaking as a cattle drover, but married to an extremely elegant wife, that he is rich, having, as son of Garibaldi, being declared contractor for railway works in Sicily, but which necessitated re-making. Menotti leads a fast life, and many assert he is in debt. Ricciotti is the better of the two, thanks to his more English education; both brothers have African blood in their veins. Ricciotti and his run-a-way wife, disowned by her rich father, reside in Melbourne, and give lessons in Italian and deportment. He has never been forgiven for not succeeding in catching the heiress, Garibaldi's second wife, the Marchioness Raimondi, that he wed in 1859, saw no poetry in the old soldier, and eloped the evening of the marriage with her Romeo, one of Garibaldi's own followers, a Frenchman. She has been deserted like all such Julietts in the neighbourhood of Milan. Garibaldi now married, "officially," to the unmarried wet-nurse, of his son-in-law; she is a coarse woman, has borne him two sons, and of whom he is very proud. Anita, Garibaldi's first wife, bore him Ricciotti and Menotti, pending the life-time of her own husband, so that they are naturally, not legally, his sons; Raimondi's, is his son legally, but not naturally, while the two boys by the nurse Capocci, are his officially, but not according to law. So ends this strange eventful history.

The sum of the great discharge-sewer of Paris is rented; it is collected and made into soap. The best hair for wig-makers is that which comes from Italy, taken from "three year old corpses."

It is only the morning after a great dinner, that one is able to judge of the wines drunk.

"Oh Mamma," said a little child with fingers soiled after catching a butterfly, "it dyes also like papa."

A poet invited an admirer to dejeuner, and apologizing for the absence of wine, boasted he had water fifteen years in a well.

POCKETS AND CHARACTER.

When we see an unkempt, anxious individual, who refers on all occasions to a sequestered inner pocket, as though he owed nothing that was not invaluable, we know him for an injured bankrupt or a deserving refugee. A timid, retiring nature is prejudiced in favor of waistcoat pockets, because he can get in and out of them readily and inconspicuously. Large, pompous men, on the contrary, love to fetch things from their tail pockets with a grand sweep and a flourish. The bald-headed, complacent philanthropist rejoices in wide, baggy pockets to hold the overflappings of his heart; footpads and burglars in their overcoats. A broad shoulder, quire, with cheery voice and a rich vocabulary, prefers doing business with the side pockets of his knicker-bocker sack-coat, which are accessible, off-hand and without bothering. And as there are pockets proper to different types of men, so also are there pockets peculiar to all the seven ages, from the child, with his single trouser pocket, to the lean and shaggy pantaloon, who feels for his tremulous snuff-box and gold-bowed spectacles.

Pockets are of great assistance in striking attitudes, and a man's attitudes betray him. Insolent wealth thrusts its hands into its trouser-pockets, rattles its money at you, and measures you from your head to your boots. There is a species of jaunty exultation, who pokes his white forefinger and thumb in the pocket of his waistcoat. There is a blue, stern-browed man, who shoves his

fists defiantly into the side pockets of his roundabout jacket; there is the elderly, old-fashioned gentleman, who gets his slender hands into the pockets of his broad-cloth skirt-coat and turns his back upon the fire.

On the whole, it appears that the smaller a man's nature is, the more self-conscious and fussy, the greater his dependence on pockets. The more pocket the less man; petty people run to pocket. But the man who ignores pockets proves the wealth of his internal resources. Heroes make little account of them—put their hands in them only for the purpose of taking something out to do good with. The hands of simple, great, pre-occupied men, hang by their sides, awkwardly, perhaps, but quite respectfully. Pockets are anti-Christian—at least the Apostles and none—had we shall look for them in vain in the New Jerusalem.

THE GALLOP OF INTELLECT.

The Hyper-Scientific Association held its annual worry—we apologise—"worry" in the Assembly-rooms of the interesting old town of Substratford on Monday last. Space will only allow us to give the subjects of the eminently instructive papers read by the erudite gentlemen who preside over the various departments of scientific investigation. Chemistry.—"On the probable effects of Protodynamic Chlorates upon the Waves of the Radiometer, in connexion with a theory of Hispano-Maureque precipitates." By Prof. Slocum Styk, R.A.P. Geology.

"Inquiries into the nature of the White Spots upon Flint Boulders—whether caused by an eruption, or induced by absorption of Fluid Magnesia." A highly interesting paper, the result of 18 years' exclusive study. By Professor Gneiss Youngman, S.E., O.O.N. Statistics.—"A Calculation as to the probable number of Cherrystones dropped in the streets of the Capitals of Europe and America during the fruit season, with Comparative Tables." By the Rev. Stickney Mudkins, M.U.F. Zoology.—"A Discussion on the apparent increase observable in the size of Elephants' Trunks, with a Solution of the Theory that they were once Carpet Bags, and may eventually develop into Packing Cases." By Professor Buckwater, X.Y.Z. Entomology.—"On the Extraordinary Instinct which urges the House Fly to use the Right Foot in preference to the Left when employed in its abominable duties." By Professor B. Innis-Bonnet, F.L. Psychology.—"On Inconceivable Supernatural Manifestations, produced by introducing a Three-legged Stool to an Easy Chair; with a Dissertation on the Propensities of Invisible Powers to cause Half-crowns to disappear at will." By Dr. Horn Green, A.S.S. Social Science.—"On the probable diameter of bicycle wheels 20 years hence, and their influence on length of limb in the rising generation." By Miss O'Corke, of Bally-Rinkagain.—Punch.

A SERIOUS JUDGE.

Our own magistrates often delight the officials of their courts by their witlings; but their humour is not to be compared with that of their brethren of the United States. The other day, according to the "Detroit Free Press," "a little bit of a man, wearing a bilious-looking plug hat, and speaking in child-like tones, was placed in the dock. 'Why, for, thou seedling?' inquired the judge, looking up. 'I'm a prisoner, but I'm entitled to be treated with respect,' squeaked the little man; standing on his tiptoes and growing red in the face. 'Respectfully your obedient servant,' replied his honour, waving his hand around with inimitable grace. 'won't be made fun of—I tell you I won't!' squeaked the prisoner. 'Fun! fun!' repeated the judge. 'Sir, this is a serious world, with four pounds of heartache to one old-fashioned grin. No, sir, I see no fun here. The charge is being drunk and raising a great row—a very serious thing.' 'Who says I got drunk?' squeaked the little man; 'who says I raised a great row?' It is a conspiracy to get me out of the neighbourhood.' 'Prisoner at the bar,' said his honour when the evidence was all in, 'now is the time to make a Fourth of July speech if you are ever going to make one. If you have any evidence, hurl it at me.' Silence. 'Darius Worthington Jones,' resumed the judge, after waiting for an answer, 'you are charged for 60 days. You won't set out any onions this spring, and you won't be around when the first circus strikes Detroit. May day will find you making chairs, and June berries will have ripened and vanished ere we gaze upon your face again.' As the judge pronounced this terrible sentence not a trace of waggishness remained in his voice; each word that fell from his lips was pitched in a tone befitting the solemnity of the occasion. The impressiveness of the scene was much heightened by the sudden transition from 'gay to grave,' and the diminutive prisoner was removed from the bar in a state of speechless horror.—Pall Mall Gazette.

Miscellaneous.

An old gentleman, with several suspicious red spots on his face, entered a tramway car in Edinburgh, the other day, and quickly took the only seat which was vacant. An inquisitive chap asked him if he had had the small-pox, and he said "Yes." There was a general scramble among the passengers, all of whom wanted to get out at once; in about a minute the old gentleman had the car to himself. The conductor, cautiously peeping in, demanded how long it was since the afflicted individual had recovered. "Well, sir," replied the victim of disease, "I can't say exactly; but as near as I can recollect, it was about thirty-five years ago."

A critic who recently attended a fashionable church thus describes the singing:—Worship was introduced and the opening piece was a solo, faultlessly rendered by the leading singer accompanied by the organ. "Consider the lilies of the field," and when she came to the application it ran thus:—"And yet I say unto you—that even Solomon in all his glory—was not arrayed—like one of these." And then she went back again and asserted in the most emphatic manner, "I say unto you that even Solomon in all his glory—was not arrayed" (pause), until I began to despair lest poor Solomon would never get his garments on.

TORPEDOES IN THE BLACK SEA.—The Board of Trade have received through the Secretary of State for Foreign Affairs copy of a notice issued by the Russian Consul-General at Constantinople, to the effect that submarine torpedoes are being placed in the eastern part of the Black Sea, on the coast

of Girosia, comprised between the town of Soukum Kald and the Fort St. Nicholas (Nicolayefsk). Ships leaving Constantinople bound for Poti or Soukum Kald must steer towards the guard-ships, one of which will be stationed at the entrance of the roadstead of Poti, and the other at the entrance of the roadstead of Soukum Kald; these guard-ships will indicate to the master the course to be followed for entering the roadsteads. Ships bound for Balaklava must not enter that bay until a boat be sent to indicate the place where they are to anchor.

Mr Darwin has received as a testimonial, on the occasion of his sixty-ninth birthday, an album, a magnificent folio, bound in velvet and silver, containing the photographs of 154 men of science in Germany. The list contains some of the best known and most highly honoured names in Europe. He has likewise received on the same occasion from Holland an album with the photographs of 217 distinguished professors and lovers of science in that country. These gifts are not only highly honourable to Mr Darwin, but also to the senders, as a proof of their generous sympathy with a foreigner; and they further show how widely the great principle of evolution is now accepted by naturalists. The German album bears on the handsome title-page the inscription:—"Dem Reformator der Naturgeschichte, Charles Darwin" (to the Reformer of Natural History).

The *Sumatra*, a steamer of 2,400 tons, will leave England on the 15th of August, with a party of excursionists. The first halting-place will be Boudure, after which the party will visit the great ports and cities of Spain, Portugal, Italy, Greece and Turkey. After Constantinople will come Jerusalem; after Alexandria, the Pyramids; then the Red Sea, India, China, and California. While the United States are being "done" by land, the vessel will steam round Cape Horn to New York, calling at many ports on the way. Picking up her passengers at the Empire City, she will bring them home via the Azores. The cost of the trip to each passenger will be £500, which will include a first-class cabin, good libraries and various entertainments afloat. When in port, a steam-launch will be at their disposal night and day. Whether the undertaking will tempt many to take nearly a year's holiday and to spend £500 remains to be proved.

GREAT MEN.—A great man is not necessarily the most pleasant of companions. Milton is a sublime poet, but we are not quite sure that a week spent in his company would have been remembered with unalloyed pleasure. Coleridge, it is just possible, might have wearied us with his unending talk; and Wordsworth, though a good man and a noble poet, did not, we must believe, always act the part of a host with entire satisfaction to his guests. It is not given to every distinguished man to make himself, like Sir Walter Scott, as much beloved as he is admired; and it is not every writer, however admirable and accomplished, who can make his readers his friends, and bring them, as it were, into cousinly relationship with himself. This is what Addison and Steele have done, and this is why we feel so much at home in their company. Goodness, Milton tells us, is awful; but Addison's goodness has in it a grace and sweetness, a gentleness and almost womanliness of tone, which forbid the sense of awe.—*Cornhill Magazine*.

"BERKELEY, Sept. 1869.—Gentlemen, I feel it a duty I owe to you to express my gratitude for the great benefit I have derived by taking 'Norton's Camomile Pills.' I applied to your agent Mr. Bell, Berkeley, for the above-named Pills, for wind in the stomach, from which I suffered excruciating pain for a length of time, having tried nearly every remedy prescribed, but without deriving any benefit at all. After taking two bottles of your valuable pills, I was quite restored to my usual state of health. Please give this publicity for the benefit of those who may thus be afflicted. —I am, Sir, yours truly, HENRY ALPHEUS. —To the Proprietors of Norton's CAMOMILE PILLS."—an/19/77.

Quotations.

Hongkong, May 6, 1877.

OPIMUM.—New Patna, cash... \$576 1/2
" New Benares, cash... 560
" New Malwa, cash... 562 1/2
" Credit, 567 1/2
" Allowance Tails, 12 c 40
" Old Malwa, cash... 595
" Credit, 600
" Allowance Tails, 48 c 60

CAMPOR, 18 50 a 18 60

QUICKSILVER, 59 a 60

SALTPETRE, 6 a 6 60

Exchange.

Bank, on demand, 3/11
" 30 days' sight, 3/11 1/2
" 6 months' sight, 4/0
Credits, 4/0 1/2
Documentary, 6 months' sight, 4/0 1/2
Bombay, 22 1/2
Calcutta, 22 1/2
Shanghai, demand, 78 1/2
" 30 days, 74 1/2
Bar Silver, 17, dwts. 2, 8 prem.
Mexicans, 3
Gold Leaf, 25 50
English Sovereigns, 4 98
Australian Sovereigns, 4 98
Discount, 7 a 9

Shares.

Hongkong Bank, 25 prem.
Union Ins. Society of Canton, £760
China Traders' Ins. Co., \$2,500
Chinese Insurance Co., \$215
Yangtze Ins. Association, £1,710
H.K. Fire Ins. Co., £637 1/2
China Fire Ins. Co., £145
H.K. & W. Dock Co., 35 prem.
H.K. & W. S.-boat Co., \$10 prem.
Shanghai Steam Navigation, £1,300
Hongkong Gas Co., \$75 prem.
Hongkong Hotel Co., \$65 prem.
Chinese Imperial Loan, £108

Temperatures.

(Taken at Messrs Falcoun & Co.'s Premises, Queen's Road.)

Hongkong, May 6, 1877.

BAROMETER—9 A.M. 30.000
Do. 1 P.M. 29.968
Do. 4 P.M. 29.968
THERMOMETER—9 A.M. 79
Do. 1 P.M. 80
Do. 4 P.M. 80
Do. (Wet bulb) 9 A.M. 76 1/2
Do. Do. 1 P.M. 76 1/2
Do. Do. 4 P.M.

Portfolio.

A ROSE SONG.

Why are red roses red?
For roses once were white.
Because the loving nightingales
Sang on their thorns all night—
Sang till the blood they shed
Had dyed the roses red!

Why are white roses white?
For roses once were red.
Because the sorrowing nightingales
Wept when the night was fled—
Wept till their tears of light
Had washed the roses white!

Why are the roses sweet?
For once they had no scent.
Because one day the Queen of Love
Who to Adonis went,
Brushed them with heavenly feet—
That made the roses sweet!

—E. H. Stoddard, in Scribner.

CHARITY.

Only a drop in the bucket,
But every drop will tell,
The bucket would soon be empty
Without the drops in the well.

Only a poor little penny,
It was all I had to give;
But as pennies make the guineas,
It may help some cause to live.

A few little bits of ribbon
And some toys—they were not new;
But they made the sick child happy,
Which has made me happy, too.

Only some outgrown garments—
They were all I had to spare;
But they'll help to clothe the needy,
And the poor are everywhere.

A word now and then of comfort,
That cost me nothing to say;
But the poor old man died happy,
And it helped him on the way.

God loveth the cheerful giver,
Though the gift be poor and small;
What doth He think of His children
When they never give at all?

GRAINS OF GOLD.

A MAN cannot win golden opinions by an exhibition of his brain.

There is no need for a man to deceive himself, when so many friends are ready to practice deception.

I LOVE such mirth as does not make friends ashamed to look upon one another, next morning.—Isaac Walton.

A MAN'S opinion of himself goes for nothing. He may die clear himself to be of sound mind when making a will, to have lawyers prove directly the opposite condition after death. It is hard for a rich man to die without leaving doubts of his sanity.—N. O. Republican.

A LAWYER who does not believe in law, a physician who does not believe in medicine, a clergyman preaching doctrines which are false to his own convictions, these are drudges of a lower order than an Irishman carrying his hod of bricks up the ladder.—James F. Clarke.

Goethe said that the thought of endless life was sometimes oppressive to him, because there must be a period when further progress was impossible. But he was reassured on this point when he looked up to the stars. The poet felt that in revealing such depths of space to him they hinted at intellectual distances which no soul could out-travel. In the same spirit Kant said, "Two things fill me with perpetual awe—the moral law and the starry heavens."—John Weiss.

WONDERS OF THE SEA.

In the Indian Ocean, many feet below the surface of the water, grow woods quite as luxuriant as any jungles or thickets we read of in South American. Some of the trees grow as high as two hundred feet on an anchor. They are called by a hard name—"necrocytus." The roots resemble coral, and from the slender stems grows a cluster of very long leaves. Other trees grow almost as high, and end in one single huge leaf that is about the size of our forest trees. Bushes—green, yellow and red—are dotted here and there; and a velvet carpet of diminutive plants covers the ground. Flowers in all the tints of the rainbow, ornament the rocks, and large leaves of the iris, of dazzling pink and red, float among them; and sea-anemones, as large and brilliant as cactus flowers, form beds in the moss. Blue, red, purple and green little fish dart here and there; and between the bushes glides, like a serpent, the long, silvery ribbon-fish.

This beautiful it is in the day; but when night comes on, and you suppose all creatures gone to bed, the landscape grows more lovely still. Little crabs and medusae light up the sea; the seep quivers with green phosphoric light; what was brown and red in the day is changed into bright green, yellow and red; and amongst all these glittering jewels the moonlight floats like a silvery crescent.—S. S. Visitor.

THE HOME ATMOSPHERE.

The most important thing in a home is its atmosphere. I do not refer to the common air, however essential that, in its purity, may be to physical health. There is in every family another subtle, invisible, but constant force which makes and moulds character. As there is a fashion in dress and a coloring in art, and a style in speech, and a tone in music, so the home life has its distinctive atmosphere, which is the product of many combining causes, and which educates more effectively than rules or precepts. There is a worldly atmosphere. All things whatsoever are viewed through it. Habits, aims and conduct are under its control. All thoughts, all ideas, all undertakings draw their support from its frigid elements. As icicles are formed in winter, so selfishness grows and hardens under its pressure. The worldly atmosphere imparts a sharp and biting winter to every home wherein its blighting rigors are allowed to reign. Hard-hearted people are brought up in the atmosphere of worldly homes. There is an intellectual atmosphere. So far as it goes it is beneficent. It quickens mind, develops power, supplies substantial themes for thought and talk. It gives a certain dignity to a home above anything which bare material splendor can impart. A home without books, pictures, newspapers, articles of vertu and pleasant trifles to gladden the eye, is no home at all for

anything more than the bodies of its occupants. In this day, when education is striving hard to become universal, it cannot be shut up in schools, academies and colleges. It shines for all, and if its rays do not enter the sacred seclusion of the home, it must fall in conferring its largest blessing upon society at its integral parts.

THE ANTARCTIC REGION.

In a lecture recently delivered by Sir Wyville Thomson at Glasgow he gave an interesting account of the latest visit to the Antarctic zone—that made by the Challenger—and some considerations as to the probable structure of the unexplored South Polar region. We make the following extracts:

After spending about a month at Kerguelen Island, making meteorological and other observations, and selecting a suitable spot for the observation of the transit of Venus by the English astronomical party in the following season, the Challenger left Christmas Harbour on January 31, 1874, and on February 6 we reached the desolate little group of the Heard Islands, and on the 7th continued our course southwards.

Early on the morning of the 11th a large iceberg was observed bearing south-south-east about six miles off. The berg was table-shaped, the top perfectly flat and covered with a dazzling layer of snow. The perpendicular ice-cliffs bounding it were of a delicate pale blue, apparently perfectly clear, with some caves and slight recesses, where the blue was of a deeper shade. The height of the berg above the sea was 218 ft., and its extreme length by angular measurement was 2,202 ft.; so that, supposing it to be symmetrical in shape, the contents of the visible portion being continued downwards, its depth below the water may probably have been about 1,500 ft. to 1,600 ft. In the afternoon Lord George Campbell observed during his watch a large piece come off the side, dashing up the spray, and we afterwards saw a quantity of fragments floating off.

The 12th was misty with a breeze force 3-4 from the north-west by west. Many icebergs came in sight from time to time, and quickly became obscured in the mist. The position of the ship at noon was lat. 62° 36' S., long. 80° 8' E.

Towards evening we passed close to a very beautiful iceberg. One part of it was rounded and irregular in form, putting us in mind of the outline of the Sphinx, and another portion, separated from the first by a fissure, and the sea dashing through between them, was like a fragment of a colossal cornice. As the sun sank the ice took a most lovely pink or mauve tint, and when we came close up to the berg it showed out veined in a wonderful way with lines of deep cobalt-blue. The ice was perfectly pure and clear. The bergs which we were passing at this time seemed to be breaking up very rapidly; some large fragments had been detached from this and shortly before we reached it, for a quantity of debris was floating at a little distance. The pieces washing about in the water very soon lose their edges and angles, and get rounded and shortly disappear.

The 13th was a fine day, with a light wind from the north-north-east, and occasional snow showers. There were some large tabular icebergs along the southern horizon. In the afternoon we passed close to a beautiful berg, very irregular in form, all the curves and shadows of a most splendid blue. The lower portion of the side of the iceberg next us formed a long steep slope into the water, and up this slope the surf ran with every wave of the sea, taking in its course the glorious blue of the ice and ending at the top of the glacier in a line of glittering foam.

The evening fell grey and slightly misty, with a number of icebergs looming through the mist. One or two of us were standing on the bridge about midnight looking at what seemed to be a low bank of white fog coming down upon us, when all at once a universal grating and rasping sound and sensation seemed to pervade the ship, and looking over the side we found that instead of sailing in open water we had passed into the edge of the pack, and as far as the eye could reach to the eastward, the sea was closely covered with blocks of ice of all sizes up to 5 ft. or 7 ft. in length, among which the ship ground her way. A cold-looking moon struggled faintly through the cloud and mist and showed the pack vaguely for a mile or so ahead, covered with a light fog, through which we could just see several icebergs looming right ahead of us and on either bow, and the masses of ice becoming larger and forming a closer pack as we passed inwards from the outer edge.

The necessary orders were given, and we veered round and slowly passed out of the pack and into open water; and we hung about beyond the line of wash-ice for the short Antarctic night.

On the following morning there were icebergs all round us, some of them of very fine forms. One which we saw all day on the port quarter was gable-shaped, with a glorious blue Gothic arch in the centre, and a separate spire over 200 ft. high. It was like a gorgeous floating cathedral built of alabaster set in frosted silver.

All day the pack could be seen from the deck stretching away to the east and south as far as the eye could reach, a mass of ragged glittering blocks, one piled on the top of another. The ice-blank, a beautiful and characteristic phenomenon, was very marked above the pack—a clear band of white reflection rising some 12° above the horizon, and frequently bounded above by a dark-rolled cloud.

The 16th was clear and calm, with a light wind from the south-east. There were innumerable icebergs in all directions, some with blue cliffs entirely visible from the bridge, and the blue waves lapping about their base, and springing up into fissures and recesses in jets of dazzling foam, some only rising above the horizon and slowly developing their varied outlines, and for a time deluding us into the idea that they were low-lying gently from the water, and that it might be possible to land upon them. All the very large bergs, and some of them were one or two miles in length, were table-topped, evidently retaining their original position.

About 10 o'clock in the evening our attention was called by the officer of the watch to a very beautiful effect of light. There had been a fine crimson sunset, and now a dark curtain of cloud had sunk almost to the water's edge, leaving between it and the sea a long open line of the most vivid flame-colour, broken here and there by an iceberg, which according to its position, took a rusty glow from the sky, or merely interrupted it with its cold grey outline.

During the forenoon of February 16 we passed on under sail through a splendid double chain of icebergs, most of them table-

topped, and showing little evidence of change of form; and all day, on the southern horizon, berg after berg rose solemnly out of the water, at first a white line only, the blue bounding-cliff growing in height as we ran southwards. Shortly after noon we crossed the Antarctic circle, and a little later we reached our most southern point, lat. 68° 40' S.; long. 78° 22' E., exactly 1,400 miles from the South Pole.

As the season was advancing, and as there was no special object in our going further south—a proceeding which would have been attended with great risk to an unprotected ship, since, while the temperature of the surface-water ranged between -1° 07' and -2° 0' C. (23° and 28° 4' F.), very close to the freezing-point of sea-water, the temperature of the air fell to -4° 14' C. (24° 4' F.), and once or twice the water began to show that sludgy appearance which we know sets so rapidly, converting in a few hours an open pack into a doubtfully penetrable barrier. Captain Nares decided upon following the edge of the pack to the north-eastward, towards the position of Wilkes' "Termination Land."

From our most southern point the sea was tolerably clear of ice for at least 20 miles in a south-westerly direction. The whole of the horizon to the south-east was closed by a chain of very uniform and symmetrical flat-topped bergs, all about 200 ft. high above the water, one upwards of three miles in length, and several between one and two miles.

During the next week we were making our way slowly to the north-east, along the edge of the pack, sometimes dipping into it a little way or crossing outlying loose patches.

The weather changed during the night of the 23rd, and at daylight on the morning of the 24th the wind was rising fast, with a cloudy sky and frequent snow-showers. We were very anxious to get a haul of the dredge in this position, and Captain Nares had it put over in the hope of getting it up before the weather became too boisterous.

The wind and sea rose so fast however, that it was found necessary to shorten the operation. The dredge was got in safely, but as we anticipated, it was empty, and had probably never reached the bottom. During the forenoon the weather got rapidly worse. The sea became continuous, and was so thick—blinding clouds of singularly beautiful wheel-like crystals, which struck the face as if they were red-hot—that we could scarcely see the length of the ship.

We tried to get under the lee of an iceberg, but while seeking a eddy caught the ship and dragged her towards the berg, which she fouled, carrying away her jibboom. At 3 p.m. things were nearly as bad as they could be. The wind was blowing from the south-east by east, with a hurricane force in the squalls; the sea was running very high; the temperature had fallen to 6° 11' C. (21° F.); we were surrounded with icebergs, which we could not see for the sheets of blinding snow, but we could hear the dull boom of the surf dashing upon them. When the gale was at its height we saw the loom of an iceberg on the leeward, and we were drifting directly upon it. As there was no time to steam ahead, Captain Nares went full speed astern with the four boilers, and set the reefed main topsail aback, and under this sail the ship fortunately gathered stern-way, keeping broadside to the wind, and we drifted past the berg. Towards evening the wind fell a little, and we moved about all night between two bergs, whose position we knew, keeping as much as possible under their lee till daylight.

On the morning of the 25th this storm, which was one of the most trying and critical episodes in the whole voyage, was entirely over, and the air was calm and clear. We pushed a couple of miles into the pack to the north-east. We were now about fifteen miles from the position of Termination Land on the chart sent by Lieutenant Wilkes to Captain Ross. The sky was clear to the southward and eastward, the direction of the supposed land. But there was nothing which could be taken even for an "appearance of land." A sounding taken close to the edge of the pack had given a depth of 1,300 fathoms, and there was no trace of land debris on any of the icebergs. We were forced to conclude that Lieutenant Wilkes had been in error, and that there was no land in this position. We now ran on steadily in a northerly direction towards Cape Otway, and on March 4 we passed a low irregular iceberg, the last we saw during our southern cruise of 1874. We sighted Cape Otway on March 16, and on the 17th we anchored off Sandridge Pier, in Hobson's Bay.

Although in the present state of our knowledge it would be rash to form any very definite opinion as to the conditions of the region included within the parallel of 70° S., still there are some indications which have a certain weight. We have no evidence that this space, which includes an area of about 4,000,000 square miles, nearly double that of Australia, is continuous land. The presumption would seem rather to be that it is, at all events, greatly broken up, a large portion of it probably consisting of groups of low islands united and combined by an extension of the ice-sheet. One thing we know, that the precipitation throughout the area is very great, and that it is always in the form of snow, thermometer never rising, even in the height of summer, above the zero of the centigrade scale.

The curious question naturally arises, Shall we ever be able to reach the South Pole? With our present methods and appliances I should think that the answer must be an unhesitating negative. Except possibly somewhere in the region where Ross penetrated, in 1842, to the parallel of 78° S., to the south of New Zealand, or about Graham Land, where Captain Dalman, in 1870, conducted the explorations of Captain Biscoe, there seems to be no accessible land; and Ross's southernmost point is upwards of 700, and Graham Land 1,200, miles from the pole. The remainder of the outline of the Antarctic continent appears to be a perpendicular cliff 20 ft. to 200 ft. in height, without shelter, and with a heavy pack broken up and kept in motion by frequent gales moving outside it during the greater part of the year, and bounding a vast expanse of glacier surface, a great part of it subject probably to high winds and to almost incessant falls of snow.

We have now learned that the North Pole is not actually inaccessible, is much more difficult of access than we imagined, even with the long roar before us of the gallant men who have striven through many years the resources of human skill and bravery to the utmost in fruitless attempts to attain the barren issue; and we can only anticipate disasters multiplied a hundred-fold should the South Pole ever become a goal of rivalry among the nations.

THE FIRST MAN.

Some repairs were needed to the engine when the train reached Reno, and while most of the passengers were taking a philosophical view of the delay and making themselves as comfortable as possible in the depot, in walked a native. He wasn't a native Indian, nor a native grizzly, but a native Nevadan, and he was ragged out in imperial style. He wore a bearskin coat and cap, buckskin leggings and moccasins, and in his belt was a big knife and two revolvers. There was lightning in his eye, destruction in his walk, and as he sauntered up to the red-hot stove and scattered tobacco-juice over it, a dozen passengers looked pale with fear. Among the travellers was a car painter from Jersey City, and after surveying the native for a moment, he coolly inquired:

"Aren't you afraid you'll fall down and hurt yourself with those weapons?"

"W—what?" gasped the native in astonishment.

"I suppose they sell such outfits as you've got on at auction out here, don't they?" continued the painter.

"W—what d'ye mean—who ar' ye?" whispered the native as he walked around the stove and put on a terrible look.

"My name is Logwood," was the calm reply, "and I mean that, if I were you, I'd crawl out of those old duds, and put on some decent clothes!"

"Don't talk that way to me, or you won't live a minute!" exclaimed the native as he hopped around. "Why, you homesick coyote, I'm Grizzly Dan, the heaviest Indian fighter on the coast. I was the first white man to scout for Gen. Crook. I was the first white man in the Black Hills! I was the first white man among the Modocs!"

"I don't believe it!" fatly replied the painter. "You look more like the first white man down to the dinner table!"

The native drew his knife, put it back again, looked around, and then softly asked: "Stranger, will ye come over behind the ridge and shoot and slash till this thing is settled?"

"You bet I will!" replied the man from Jersey, as he rose up. "Just pace right out and I'll follow!"

Every man in the room jumped to his feet in wild excitement. The native started for the back door, but when he found the car painter at his heels, with a six-barrelled Colt in his hand, he halted and said:

"Friend, come to think of it, I don't want to kill you and have your widow come on me for damages."

"Go right ahead—I'm not a married man," replied the painter.

But we've got relatives, and I don't want no law suits to bother me just as spring is coming."

"I'm an orphan, without a relative in the world," shouted the Jerseyite.

"Well, the law will make me bury you, and it would be a week's work to dig a grave at this season of the year. I think I'll break a rib or two for you, smash your nose, gouge out your left eye, and let it go at that!"

"That suits me to a dot!" said the painter. "Gentlemen, please stand back, and some of you shut the door to the ladies' room!"

"I was the first man to attack a grizzly bear with the bowie knife," remarked the native as he looked around. "I was the first man to discover silver in Nevada. I made the first scout up Powder river. I was the first man to make hunting-shirts out of the skins of Pawnee Indians. I don't want to hurt this man, as he seems kinder sad and down-hearted, but he must apologize to me."

"I won't do it!" cried the painter.

"Gentlemen, I never fight without taking off my coat, and I don't see any nail here to hang it on," said the native.

"I'll hold it—I'll hold it!" shouted a dozen voices in chorus.

"And another thing," softly continued the native. "I never fight in a hot room. I used to do it years ago, but I found it was running me into the consumption. I always do my fighting out doors now."

"I'll go out with you, you old rabbit-killer!" exclaimed the painter, who had his coat off.

"That's another deadly insult, to be wiped out in blood, and I see I must finish you. I never fight around a depot, though. I go out on the prairie, where there is a chance to throw myself."

"Where's your prairie, lead the way!" howled the crowd.

"It wouldn't do any good," replied the native, as he leaned against the wall. "I always hold a ten-dollar gold piece in my mouth when I fight, and I haven't got one to-day—in fact, I'm dead broke."

"Here's a gold piece!" called a tall man, holding up the metal.

"I'm a thousand times obliged," mournfully replied the native, shaking his head. "I never go into a fight without putting red paint on my left ear for luck; and I haven't any red paint by me, and there isn't a bit in Reno."

"Are you going to fight?" demanded the car painter, reaching out for the bear skin cap.

"I took a solemn oath when a boy never to fight without painting my left ear," protested the Indian killer. "You wouldn't want me to go back on my solemn oath, would you?"

"You're a cabbage, a squash, a pumpkin dressed up in leggings!" contemptuously remarked the car painter, as he put on his coat.

"Yes, he's a great coward," remarked several others, as they turned away.

"I'll give ten thousand dollars for ten drops of red paint!" shrieked the native. "Oh! why is it that I have no paint for my ear when here is such a chance to go in and kill!"

A big blacksmith from Illinois took him by the neck and ran him out, and he was seen no more for an hour. Just before the train started, and after all the passengers had taken seats, the "first man" was seen on the platform. He had another bowie knife, and had also put a tomahawk in his belt. There was red paint on his left ear, his eyes rolled, and in a terrible voice, he called out:

"Where is that man Logwood? Let him come out here and meet his doom!"

"Is that you? Count me in!" replied the car painter, as he opened a window. He rushed for the door, leaped down, and was pulling off his overcoat again, when the native began to retreat, calling out:

"I'll get my hair cut and be back here in seventeen seconds. I never fight with long hair. I promised my dying mother not to."

When the train rolled away he was seen flourishing his tomahawk around his head in the wildest manner.

A SLEEPING CAR EXPERIENCE.

By BERT HART.

It was, in a Pullman sleeping car on a Western road. After that first plunge into unconsciousness which the weary traveler takes on getting into his berth, I awakened to the dreadful revelation that I had been asleep only two hours. The greatest part of a long winter night was before me to face with staring eyes.

Finding it impossible to sleep, I lay there wondering a number of things: why, for instance, the Pullman sleeping car blankets were unlike other blankets; why they were like squares cut out of old buckwheat cakes, and why they clung to you when you turned over, and lay heavy on you without warmth; why the curtains before you could not have been made opaque, without being so thick and suffocating; why it would not be as well to sit up all night half asleep in an ordinary passenger car as to be awake all night in a Pullman. But the snoring of my fellow-passengers answered this question in the negative.

With the recollection of last night's dinner weighing on me as heavily and coldly as the blankets, I began wondering why, over the whole extent of the continent, there was no local dish; why the bill of fare at restaurant and hotel was invariably only a weak reflex of the metropolitan hostilities; why the entrees were always the same, only more or less badly cooked; why the traveling American always was supposed to demand turkey and cold cranberry sauce; why the pretty waiter girl apparently shuffled your plates behind your back, and then dealt them over your shoulder in a semicircle, as if they were a hand at cards, and not always a good one? Why, having done this, she instantly retired to the nearest wall, and gazed at you scornfully, as one who would say: "Fair sir, though lowly, I am proud; if thou dost imagine that I would permit undue familiarity of speech, beware!" And then I began to think of and dread the coming breakfast; to wonder why the ham was always cut half an inch thick, and why the fried egg always resembled a glass eye that visibly winked at you with diabolical despatch suggestions; to wonder if the buckwheat cakes, the eating of which requires a certain degree of artistic preparation and deliberation, would be brought in as usual one minute before the train started. And then I had a vivid recollection of a fellow-passenger who, at a certain breakfast station in this national railway, his red bandanna handkerchief took it into the smoking car, and quietly devoured it en route.

Lying broad awake, I could not help making some observations which I think are not noticed by the day traveler. First, that the speed of a train is not equal or continuous. That at certain times the engine apparently starts up and says to the baggage train behind it, "Come, come, this won't do. Why, it's nearly half-past two, how in—h—h shall we get through? Don't you talk to me. Pooh! pooh!" delivered in that rhythmic fashion which all meditation assumes on a railway train. *Exempli gratia.*

One night, having raised my window curtain to look over a moonlit, snowy landscape, as I pulled it down the lines of a popular comic song flashed across me. Fatal error. The train instantly took it up, and during the rest of the night I was haunted by this awful refrain: "Pull down the bell-lind, pull down the bell-lind; somebody's klink klink. Oh, don't be shoo-shoo!" Naturally this differs on the different railways. On the New York Central, where the road bed is quite perfect and the steel rails continuous, I have heard this irreverent train give the words of a certain popular revival hymn after this fashion: "Hold the fort for I am Slankey, Moody slingers still, wave the swish swish back from klinky, klinky klinky kill." On the New York and New Haven, where there are many switches and the engine whistles at every cross road, I have often heard: "Tommy make room for your whoop! that's a little clang; bumpity, bumpity, booby, dinkity, dinkity, clang. Poetry, I fear, faded but little better. One star-light night, coming from Quebec, as we slipped by a virgin forest, the opening lines of *Longfellow* flashed upon me. But all I could make of them was this: "This is the forest prime val-ey; the groves of the pines and the hem-locks-locks-locks-locks-lookook!" The train was only "slowing" or "braking" up at a station. Hence the jar in the metre.

I had noticed a peculiar Eolian harp-like cry that ran through the whole train as we settled to rest after a hard run—an almost sense of infinite relief, a musical sigh that began in C and ran gradually up to F natural, which I think most observant travelers have noticed day and night. No railway official has ever given me a satisfactory explanation of it. As the car, in a rapid run, is always projected forward of its trucks, a practical friend suggested to me that it was the gradual settling back of the car body to a state of inertia, which, of course, every poetical traveler would reject. Four o'clock the sound of boot-blackening by the porter is faintly apparent from the toilet room. Why not talk to him? But, fortunately, I remembered that any attempt at extended conversation with the conductor or porter was always resented by them as implied disloyalty to the company they represented. I recalled that once I had endeavored to impress upon the conductor the absolute folly of a midnight inspection of tickets, and had been treated by him as an escaped lunatic. No, there was no relief from this suffocating and inappreciable loneliness to be gained then. I raised the window blind and looked out. We were passing a farm house. A light, evidently the lantern of a farm hand, was swung beside a barn. Yes, the faintest tint of rose in the far horizon. Morning, surely, at last.

We had stopped at a station. Two men had got into the car and taken seats in the one vacant section, yawning occasionally, and conversing in a languid, perfunctory way. They sat opposite each other, and occasionally looked out of the window, but always giving the stray impression that they were tired of each other's company. As I looked out of my curtains at them, the One Man said with a feebly concealed yawn:

"Yes, well, I reckon he was at one time as popular an undertaker as I knew."

The Other Man (inventing a question rather than giving an answer, out of some languid social impulse)—But was he—this yet undertaker—a Christian—had he joined the church?

The One Man (reflectively)—Well, I don't know as you might call him a purring Christian; but he had—yes, he had conviction. I think Dr. Wylie had him under conviction. Let that was the way I got it from him.

A long, dreary pause. The Other Man (feeling it was incumbent on him to say something)—But why was he popular as an undertaker?

The One Man (laughing)—Well, he was kinder popular with widows and widderns—sorter soother 'em in a kinder careless way: slung 'em outin' here and there, sometimes outin' the book, sometimes outer himself, ez a man of experience as he had sorder. Hed, they say (very cautiously), lost three wives hisself, and five children by this yer new disease—diphthery—out in Wisconsin. I don't know the facts, but that's what got around.

The Other Man—But how did he lose his popularity?

The One Man—Well, that's the question. You see, he introduced some things into undertaking that was new. He hed, for instance, a way as he called it, of manipulating the features of the deceased.

The Other Man (quietly)—How manipulating?

The One Man (struck with a bright and aggressive thought)—Look yer, did ye ever notice how, generally speaking, onhandsome a corpse is?

The Other Man had noticed this fact.

The One Man (returning to his fact)—Why, there was Mary Peeblest as was daughter of my wife's bosom friend—a mighty poety girl and a perfecting Christian—died of scarlet fever. Well, that gal—I was one of the mourners, being my wife's friend—well, that gal, though I hedn't, pardners, order say—lying in that casket, fetched all the way from some A 1 establishment in Chicago, filled with flowers and turlowens—didn't really seem to be of any account. Well, although my wife's friend, and me a mourner—well, now, I was—disappointed and discouraged.

The Other Man (in palpably affected sympathy)—Sho! now!

"Yes, sir! Well, you see, this yer undertaker—this Wilkins—hed a way of correcting all that. And just by manipulating. He worked over the face of the deceased until he produced what the survivors relatives called a sort of resignation—you know, a sort of smile like. When he wanted to put in any extra, he produced what he called—hevin' regular charges for this kind of work—a Christian's Hope."

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[Subjoined we give the postal rates now in force for transmission of correspondence to all parts of the world. Detailed rules affecting the transmission of packets, parcels, &c., will be found annexed, together with a number of miscellaneous and useful notices.]

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(Revised April 1st, 1877.)

In the following Statements and Tables the Rates are given in cents, and are, for Letters, per half ounce, for Books and Patterns, per two ounces.

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Newspapers,.....	2	2	2
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Letters,.....	Registration,.....	Newspapers,.....	Books and Patterns,.....
Letters,.....	20	16	16
Registration,.....	12	12	12
Newspapers,.....	6	4	4
Books and Patterns,.....	8	6	6

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Letters,.....	Registration,.....	Newspapers,.....	Books and Patterns,.....
Letters,.....	38	34	34
Newspapers,.....	10	8	8
Books and Patterns,.....	12	10	10
Registration,.....	None.	None.	None.

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Letters,.....	Registration,.....	Newspapers,.....	Books and Patterns,.....
Letters,.....	60	46	46
Newspapers,.....	8	6	6
Books and Patterns,.....	12	10	10
Registration,.....	None.	None.	None.

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Letters,.....	Registration,.....	Newspapers,.....	Books and Patterns,.....
Letters,.....	32	28	28
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Newspapers,.....	6	4	4
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2nd. It must be published in numbers at intervals of not more than 31 days, and must be printed on a sheet or sheets unstitched.

3rd. The full title and date of publication must be printed at the top of the first page, and the whole or part of the title and the date of publication at the top of every subsequent page; and this regulation applies to Tables of Contents and Indices.

4th. A supplement must consist wholly or in great part of matter like that of a newspaper, or of advertisements, printed on a sheet or sheets, or a piece or pieces of paper, unstitched, or wholly or in part of engravings, prints, or lithographs illustrative of articles in the newspaper. The supplement must in every case be published with the newspaper, and must have the title and date of publication of the newspaper printed at the top of every page; or, if it consists of engravings, prints, or lithographs, at the top of every sheet or side.

A packet containing two or more newspapers is not chargeable with a higher rate of postage than would be chargeable on a book packet of the same weight.

A newspaper posted unpaid, or a packet of newspapers posted either unpaid or insufficiently paid, is treated as an unpaid or insufficiently paid book packet of the same weight.

The postage must be prepaid either by an adhesive stamp, or by the use of a stamped wrapper.

No newspaper can now be sent through the post a second time for the original postage. For each transmission a fresh postage is required.

Every newspaper must be posted either without a cover (in which case it must not be fastened, whether by means of gum, wafer, sealing wax, postage stamp, or otherwise) or in a cover entirely open at both ends, so as to admit of easy removal for examination. If this rule be infringed the newspaper is treated as a letter.

Every newspaper must be so folded, as to admit of the title being readily inspected.

A newspaper or packet of newspapers which contains any enclosure except supplements is charged as a letter, unless the enclosure be such as might be sent at the book rate of postage, and the entire packet be sufficiently prepaid as a book packet, in which case it is allowed to pass.

A newspaper which has any letter, or any communication of the nature of a letter, written in it or upon its cover, is charged as an unpaid or insufficiently paid letter.

No packet of newspapers may be above 5 lbs. in weight, nor above two feet in length, one foot in width, nor one in depth.

A book-packet may contain any number of separate books or other publications (including printed or lithographed letters), photographs (when not on glass or in cases containing glass or any like substance), drawings, prints, or maps, and any quantity of paper, or any other substance in ordinary use for writing or printing upon; and the books or other publications, prints, maps, &c., may be either printed, written, engraved, lithographed, or plain, or any mixture of these. Further, all legitimate binding, mounting, or covering of a book, &c., or of a portion thereof, is allowed, whether such binding, &c. be loose or attached; as also rollers (whether of paper or metal) in the case of books, pens or pencils in the case of pocket-books, &c., and, in short, whatever is necessary for the safe transmission of such articles, or usually appertains thereto; but the binding, rollers, &c. must not be sent as a separate packet.

Circulars, i.e., letters which are intended for transmission in identical terms to several persons, and the whole or the greater part of which is printed, engraved, or lithographed, may also be sent by book post.

But a book-packet may not contain any letter, or communication of the nature of a letter (whether separate or otherwise), unless it be a circular-letter or be wholly printed; nor any enclosure sealed or in any way closed against inspection; nor any other enclosure not allowed by Rule 3. If this rule be infringed, the entire packet is charged as a letter.

A book-packet may be posted either without a cover (in which case it must not be fastened, whether by means of gum, wafer, sealing wax, postage stamp, or otherwise), or in a cover entirely open at both ends, so as to admit of the contents being easily withdrawn for examination; otherwise it is treated as a letter. For the greater security of the contents, however, it may be tied at the ends with string; Postmasters being authorized to cut the string in such cases, although if they do so they must again tie up the packet.

No book-packet may be above 5 lbs. in weight, nor above 24 inches in length, 12 inches in width, or 12 inches in depth, unless it be sent to or from one of the Government offices.

When, owing to a great and unusual influx of letters, books, &c., the transmission or delivery of the letters would be delayed if the whole mail were dealt with without distinction, book-packets may be kept back till the next despatch or delivery.

The limit of size for a book-packet addressed to any place abroad is 24 inches in length and 12 inches in width or depth. Exceptions.—A packet for Algeria, Azores, Cape de Verde Islands, France, Madeira, or Portugal, or for Egypt, Syria, or Turkey, when sent by French Packet, must be above 18 inches in length, width, or depth.

They must not be of intrinsic value. This rule excludes all articles of a saleable nature, and indeed whatever may have a value of its own, apart from its use as a pattern; and the quantity of any material sent ostensibly as a pattern must not be so great that it can fairly be considered as having on this ground an intrinsic value.

Pattern and Sample Post to colonies and foreign countries is restricted to bona fide trade patterns or samples of merchandise.

Goods sent for sale, or in execution of an order (however small the quantity may be), or any articles sent by one private individual to another, which are not actual patterns or samples, are not admissible.

Patterns or samples, when practicable, must be sent in covers open at the ends, and in such a manner as to be easy of examination. But samples of seeds, drugs, and such like articles, which cannot be sent in covers of this kind,—but such articles only,—may be posted enclosed in boxes, or bags of linen, of other material, fastened in such a manner that they may be readily opened; or, in the case of seeds, &c., for the United States of America, Holland, and its possessions, Belgium, Denmark, Greece, Portugal, and its possessions, and Switzerland, 12 bags entirely closed, provided such closed bags are transparent, so as to enable the Officers of the Post Office readily to satisfy themselves as to the nature of the contents.

There must be no writing or printing upon or in any packet except the address of the person for whom it is intended, the address of the sender, a trade mark or number, and the price of the articles.

Samples of intrinsic value must not be sent to any foreign country except United States; and in the case of France samples of either down, raw or thread silk, woolen or goats' hair, thread, vanilla, saffron, or carmine, or glassware, are considered to fall under this rule if they weigh more than three ounces; and up to this weight raw and spun silk, as well as coloured and twisted silk, may be sent to Germany.

The rule which forbids the transmission through the Post of any article likely to injure the contents of the Mail Bags or Boxes, or the person of any Officer of the Post Office, is, of course, applicable to the Pattern Post; and a packet containing anything of the kind will be stopped, and not sent to its destination. Articles such as the following have been occasionally posted as Patterns, and have been detained as unfit for the Post, viz: Metal boxes, porcelain and China, fruit, vegetables, bunches of flowers, cuttings of plants, spurs, knives, scissors, needles, pins, pieces of machinery, sharp pointed instruments, samples of metals, samples of ore, samples in glass bottles, pieces of glass, acids of various kinds, curry combs, copper and steel engravings plates, and confectionery of all kinds.

Such articles as scissors, knives, razors, forks, steel pens, nails, keys, watch machinery, metal tubing, pieces of metal or ore, provided that they be packed and guarded in so secure a manner as to afford complete protection to the contents of the mail bags and to the Officers of the Post Office, while at the same time they may be easily examined, may be sent as samples to the following countries, but to these alone; viz: the Azores, Belgium, Cape de Verde Islands, Denmark, Egypt, Germany, Holland, Madeira, Moldavia, Norway, Portugal, Sweden, Switzerland, Turkey, United States, Wallachia, and the British Colonies. Indigo cannot be sent to any place abroad.

A packet of patterns or samples sent to the Azores, Cape de Verde Islands, France, Madeira, Portugal, or by French packet, to Turkey, Syria, or Egypt, must not exceed 18 inches in length, width, or depth; a packet to any other place abroad must not exceed 24 inches in length or 12 inches in width or depth.

For the present no large quantities of these Stamps can be supplied, nor is it undertaken that every denomination can be kept in hand.

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of intrinsic value, it should, if it be very important, be registered.

Most countries to which Hongkong forwards Correspondence having joined the General Postal Union or being probably about to do so, it is necessary that the following rules be strictly observed.

1. No Letter or Packet, whether to be registered or unregistered, can be received for Postage if it contains gold or silver money, jewels, precious articles, or anything that, as a general rule, is liable to Customs duties.

2. This Regulation prohibits the sending of Patterns of dutiable articles, unless the quantity sent be so small as to make the sample of no value.

3. The limits of weight allowed are as follows:—

Books and Papers to British Offices, 5 lbs.; to the Continent, &c., 2 lbs.

Patterns—to British Offices, 5 lbs. If without intrinsic value; to the Continent, &c., 8 oz.

4. The following articles cannot be sent by Post at all: Glass, Liquids, Gunpowder, Matches, Candles, Soap, Indigo, Dye-stuffs, or whatever is dangerous to the Mail, or offensive or injurious to persons dealing with them.

PARCELS.—The public is reminded that, in China and Japan, there is no such thing as Parcel Post. Much trouble and disappointment is caused by persistent attempts to send small valuable trifles through the Post.

Fans, Curious Articles of Dress, Fancy Work, and similar presents are continually being refused, the senders having often spent more in Postage than would have paid the freight by steamer. No refund can be made on such parcels of the value of Stamps obliterated before the nature of the contents was discovered.

PATTERNS.—Some difficulty is experienced in obtaining a general understanding of what is a Pattern. It is a bona fide sample of goods which the sender has for sale, or of goods which he wishes to order. It is to consist of the smallest possible quantity compatible with shewing what the goods are, and must have no intrinsic value.

To provide means of remitting small sums of money to or from this Colony and between the Ports of China and Japan, the Postmaster and Agents of this Office will in future be allowed (but not required) to purchase Hongkong Postage Stamps from foreign residents.

Between Hongkong and Shanghai, or Hongkong and Yokohama, however, in either direction, Money-Orders must be used.

The Stamps tendered for sale must not exceed \$25 in value, must be perfectly clean, in good condition, and in strips of at least two, as no separate Stamps will be purchased. They must be presented personally or accompanied by a note.

The Postmaster or Agent may postpone purchasing if his public funds in hand are not sufficient, and he will refuse to purchase in any case which appears doubtful or suspicious. He is allowed to charge a Commission of one per cent on all Stamps purchased.

Letters containing Stamps should be Registered, and the Stamps should be secured from observation.

During the N.E. Monsoon, the Charterers and Agents of sailing ships for Manila, Saigon, Bangkok and Singapore are requested to give notice to this Office of the departures of such ships.

No correspondence will be forwarded by sailing vessel but such as is specially so directed.

Correspondence for New Zealand may be forwarded via Torres Straits when specially directed for that route, otherwise it will be sent by way of Galle.

The Postmaster or Agent may postpone purchasing if his public funds in hand are not sufficient, and he will refuse to purchase in any case which appears doubtful or suspicious. He is allowed to charge a Commission of one per cent on all Stamps purchased.

Letters containing Stamps should be Registered, and the Stamps should be

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked *h*, near the Kowloon shore *k*, and those in the body of the Shipping or midway between each shore are marked *c*, in conjunction with the figures denoting the sections.

- Section.
1. From Green Island to the Gas Works.
 2. From Gas Works to the Novelty Iron Works.
 3. From Novelty Iron Works to the Harbour Master's Office.
 4. From Harbour Master's Office to the P. and O. Co.'s Office.
 5. From P. and O. Co.'s Office to Peddar's Wharf.
 6. From Peddar's Wharf to the Naval Yard.
 7. From Naval Yard to the Pier.
 8. From Pier to East Point.

Vessel's Name.	Anchor.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers								
Bertha	h	Windham	Brit. str.	1421	April 23	Meyer & Co.	Manila	7th, 10 a.m.
Bombay	h	Smith	Brit. str.	749	May 3	P. & O. S. N. Co.	Yokohama	Malls
Bramar Castle	h	Ayles	Brit. str.	1424	April 24	Adamson, Bell & Co.	Hankow	Ab'deen Dock
Cairnmuir	h	Spewart	Brit. str.	1120	May 3	Holliday, Wice & Co.	Hankow	
City of Peking	h	Tanner	Amer. str.	6073	May 1	E. M. S. S. Co.	Saloon	Thames & S. F. elscot Malls, 15th
Cyphron	h	Wood	Brit. str.	1280	May 4	Gibb, Langston & Co.	Coast Ports	In Dock
Douglas	h	Pitman	Brit. str.	864	May 20	Wm. Pustau & Co.		
Foronia	h	Schultz	Ger. str.	1089	April 30	A. McG. Heaton		
Flintshire	h	Thomas	Brit. str.	1240	May 8	Jardine, Matheson & Co.		
Glenlyon	h	Wallace	Brit. str.	1375	May 26	Hop Kee & Co.	Cooktown & Sydney	8th inst.
Guang	h	Garceau	Feh. str.	777	April 27	Douglas Laprak & Co.	Amoy, Taiwan, &c.	at daylight
Hailong	h	Abbott	Brit. str.	777	April 19	Siemens & Co.	Hankow	Ab'deen Dock
Hankow	h	Symington	Brit. str.	2332	April 20	Jardine, Matheson & Co.	London	7th inst.
Imbros	h	Bennington	Brit. str.	1275	April 16	Vogel, Hagedorn & Co.	Cooktown	To-day
Juan	h	Stock	Brit. str.	1019	April 23	H. Kier & Co.	Saloon	at daylight
Montgomeryshire	h	Sturrock	Brit. str.	1146	April 28	Jardine, Matheson & Co.	Cooktown	K'long Dock
Nelson	h	Case	Brit. str.	894	May 1	Siemens & Co.		7th inst.
Ningpo	h	Walker	Brit. str.	606	May 4	Kwok Acheong	Swatow	
Norna	h	Hopkins	Brit. str.	933	April 30	Yuen Fat Hong	Bangkok	
Rajanattianthar	h	Hopkins	Brit. str.	37	Dec. 17	P. & O. S. N. Co.	Swatow	
Saada	h	Percy	Brit. str.	35	April 24	Olyphant & Co.	Yokohama	Malls
Sea Gull	h	Reeves	Brit. str.	1205	April 18	P. & O. S. N. Co.	Hohow & Halphong	at daylight
Sunda	h	Hunter	Brit. str.	285	May 1	Landstein & Co.		Repairing
Yoshi	h	.....	Brit. str.	324	June 9	Kwok Acheong	Cooktown	
Yotung	h	Valenceno	Span. str.	651	April 26	Ab. Yon		
Zamboanga	h	Valenceno	Span. str.	651	April 26	Ab. Yon		
Sailing Vessels								
A. T. Stallnecht	h	Schitt	Ger. bge.	539	April 23	Siemens & Co.	Saloon	
Albert Russell	h	Carver	Amer. bge.	762	April 13	Vogel, Hagedorn & Co.	New York	
America	h	Holdt	Ger. sh.	1219	May 1	Siemens & Co.	Cebu	
Arabella	h	Pearson	Brit. bge.	605	April 16	Meyer & Co.	London	
Aurora	h	Milne	Brit. bge.	285	May 3	Chinese	Takow	Cleared
Catherine Marden	h	Marden	Brit. sm. sc.	287	April 19	Wm. Pustau & Co.		
Charité	h	Hervé	Feh. bge.	255	May 2	Quatresous & Co.	Newchwang	
Charles Maureau	h	Quatresous	Feh. bge.	368	April 20	Landstein & Co.		
Charlotte Andrews	h	Place	Brit. bge.	368	April 20	Rozario & Co.		
Cheng Soon	h	Cheng Sang	Slam. sch.	290	April 19	Insurance Company		
Coeran	h	Miller	Amer. sch.	290	April 19	Melchers & Co.	New York	
Ellen Rickmers	h	Weydemann	Ger. bge.	307	April 28	Wm. Pustau & Co.	Haiphong	
Emma	h	Gran	Ger. bge.	340	May 2	Borneo Company, Limited		
Evening Star	h	Aburn	Brit. bge.	871	April 14	Kin-tye-long		
Fabius	h	Holze	Slam. sh.	635	April 23	Yuen Fat Hong		
Falcon	h	Wio	Brit. bge.	385	April 30	H. Kier & Co.		
Glanorganshire	h	Moßbachern	Brit. sh.	895	April 11	Wm. Pustau & Co.	Manila	P. & O. Wharf
Glengairn	h	Finnister	Brit. sh.	1209	April 26	P. & O. S. N. Co.		
Hannah Law	h	Grieg	Amer. bge.	603	May 4	Arnhold, Karberg & Co.	Callao	
Holena	h	Snow	Ger. bge.	785	Mar. 27	Siemens & Co.	London	
Hydra	h	Swert	Ger. bge.	836	April 26	Siemens & Co.	London	
Jan Peter	h	Hender	Brit. bge.	814	April 20	Melchers & Co.	London	
Lalla Rookh	h	Mearns	Brit. sh.	896	April 12	Meyer & Co.	Manila	
Leucadia	h	Vincent	Amer. sch.	45	Aug. 13	Insurance Co.	New York	
Lother	h	Cude	Amer. sh.	862	April 16	Russell & Co.	Manila	
Mary Whitridge	h	Sawyer	Brit. sh.	1060	April 25	Vogel, Hagedorn & Co.	New York	
Now Era	h	Garlock	Brit. sh.	789	April 7	Wm. Pustau & Co.	San Francisco	
Nyasa	h	Graf	Ger. bge.	238	April 28	Siemens & Co.	San Francisco	
Roetia McNeil	h	Brown	Amer. bge.	611	Mar. 29	Vogel, Hagedorn & Co.	San Francisco	
Rodna	h	Hansen	Am. sm. sc.	406	Feb. 28	Arnhold, Karberg & Co.	San Francisco	
Rurik	h	Burgeland	Russ. bge.	830	Mar. 26	Vogel, Hagedorn & Co.	Manila	
St. Joseph	h	Dumont	Feh. bge.	289	May 31	Siemens & Co.	New York	
Terese	h	Cebada	Span. bge.	251	Mar. 12	Vogel, Hagedorn & Co.	Haiphong	Saude's Slip
Thomas Lord	h	Hall	Amer. sh.	1516	April 29	Siemens & Co.		
Thoon Kramon	h	Vorath	Slam. bge.	474	April 30	Waler & Co.		
Tulloghorum	h	Mason	Brit. sm. sc.	175	April 28	Brandao & Co.		
Villa de Rivadavia	h	Carmus	Span. bg.	261	April 18	Arnhold, Karberg & Co.	San Francisco	
W. H. Deitz	h	Endicott	Amer. bge.	487	April 19	Vogel, Hagedorn & Co.	Keelung	
Wealthy Pendleton	h	Hanehar	Amer. bge.	809	April 19	Vogel, Hagedorn & Co.		
WEAMPOA								
Eudoxie Adolphine	h	Valot	Feh. bg.	254	May 1	Carlowitz & Co.	Tientsin	
Gustav Adolph	h	Neemann	Ger. bge.	300	April 21	Eduard Schellhass & Co.	Tientsin	
CANTON								
China	h	Akermann	Ger. str.	643	May 4	Siemens & Co.	Shanghai	
Fuyew	h	Crood	Chl. str.	920	May 3	C. M. S. N. Co.	Shanghai	

Men-of-war in Hongkong Harbour.

Vessel's Name.	Anchor.	Flag.	Class.	Tons.	Guns.	H. P.	Date of Arrival.	Commander.
Charvadia	h	British	corvette	1506	...	...	April 6	T. E. Smith
Orlew	h	British	gun vessel	774	3	190	May 4	E. J. Church
Hai Ching	h	Chinese	gunboat	...	...	...	April 30	Kwa Tong Sing
Luisa	h	German	corvette	1300	6	400	May 1	Ditmar
Magpie	h	British	gun vessel	774	...	...	May 2	Charles Vernon Anson
Medanee	h	British	military hospital	2591	...	...	...	Alex. Buller, C.B.
Modeste	h	British	corvette	1405	14	350	May 1	R. H. Napier
Nassau	h	British	surveying vessel	695	4	160	Feb. 23	Rapello
Patino	h	Spanish	transport	1200	...	...	April 27	W. Bonham Bax
Sylvia	h	British	surveying vessel	595	...	...	May 5	W. H. Liddell
Tamar	h	British	troop-ship	4857	...	...	Jan. 8	F. Amaral
Tejo	h	Portug.	gun vessel	444	2	100	...	Commodore Watson
Victor Emanuel	h	British	Commodore's flag-ship	3087	2	...	...	...
At Canton								
Ashuelot	h	American	corvette	1037	6	700	May 4	Geo. H. Perkins
Fly	h	British	gun vessel	464	4	120	May 5	John Bruce

HONGKONG, MACAO AND CANTON RIVER STEAMERS.

Name.	Tons.	Captain.	Owners.
Fame	117	Stopani	H. & W'pos Dock Co.
Fei Wan	700	Martin	H. C. & M. S. boat Co.
Ichang	467	Oary	Butterfield and Swire
Kim Shan	617	Benning, T.	H. C. & M. S. boat Co.
Kiu Kiang	69	...	Kwok Acheong
Lintin	1890	Benning, A.	H. C. & M. S. boat Co.
Powan	101	Hawkins	Kwok Acheong
Sir J. Jeejeebhoy	140	Lefeyour	H. C. & M. S. boat Co.
Spark	280	Hoyland	H. C. & M. S. boat Co.
White Cloud	180	Brown	Kwok Acheong
Yotal	180	Brown	Kwok Acheong

CHINESE GUN-VESSELS IN CANTON WATERS, &c.

Name.	Tons.	Guns.	H. P.	Commander.
An-lan	431	7	...	J. Godall
Chen-jui	28	1	...	E. F. Collins
Ching-po	160	...	...	Van Lam Wan
Ching-sing	...	...	...	E. Choy
Chiu-hai	290	8	...	...
Peng-chou-hat	600	5	400	C. H. Palmer
Quong-chi	180	3	60	Li Ping Tye
Shen-chi	180	5	...	H. Wade
Sul-tai	...	...	...	Stewart
Tching-tung	180	6	60	Bessard
Tien-po	180	8	...	C. De Longueville
Wing-po	600	8	180	Lam Man Wo

FOOCHOW SHIPPING IN PORT.

April 28, 1877.

for Swatow

for Hongkong

for Hongkong

for Hongkong

for Hongkong

for Hongkong

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MERCHANT STEAMERS.

April 28, 1877.

for Swatow

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HONGKONG MARKET PRICES.

Corrected to Saturday, May 5, 1877.

At 1110 Cash per Dollar Mexican.

Prices.

Highest. Lowest.

Cash. Cash.

Butcher Meat.

Bacon, English, lb. 450 400

Ame. Sugar cured, 300 280

Foohow, 160 140

Beef, sirloin and prime cut, cy. 160 150

Beef Corned, caty 150 140

Roast, 160 140

Soup, 100 90

Steak, 160 150

Bullocks' Brains, per set 60 50

Tongue, fresh, each 275